

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1831.—Vol. XL.

LONDON, SATURDAY, SEPTEMBER 24, 1870.

(WITH SUPPLEMENT) {STAMPED SIXPENCE. UNSTAMPED, FIVEPENCE.

R. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.

OLDERS of mining shares DIFFICULT OF SALE in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring shares how to act in the disposal or abandonment of doubtful mining stocks may obtain full of Mr. CROFTS' long experience on the market in all cases of difficulty, legal or otherwise.

ROCHE CONSOLS.
Mr. CROFTS strongly recommends the purchase of these shares. Most important discoveries are being made, and the mine will undoubtedly become a great one. Attention is directed to the agent's report on p. 799. The shares at present can be secured for 15s.
Every description of shares BOUGHT and SOLD at NET prices.
Bankers: Metropolitan Bank.

R. W. H. BUMPUS, STOCK AND SHAREDEALER,
44, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE the following SHARES, free of commission:—
Anglo-Austral., 7s 9d
Australian Unl., 23s 6d
Bewick Consols., £2 1/2
Bristol & Exeter, 25s 6d
Caldbeck Fells, 25s 6d
Chertsey Moor, £2 1/2
Chertsey, 12s 3d
Don Pedro, £2 1/2 pm.
Drake Walls, 26s
East Caradon, £2 1/2
Eberhardt, £12 1/2
East Lovell, £2 1/2
Eclipse, 14s 9d
Frank Mills, £2 1/2 1/2
H. B. transacts business in every description of shares at the best market price, and free of commission.
Daily Price-List free on application.
Bankers: The Metropolitan Bank (Limited), Cornhill, E.C.

JOHN RISLEY, (SWORN) STOCK AND SHAREBROKER,
48, THREADNEEDLE STREET, LONDON, E.C.
He is a BUYER of Wheat, Corn, and other Produce, and a SELLER of Wheat, Corn, and other Produce, at 10s. and West Caradon shares.
Bankers: London and Westminster, Lothbury.

R. Y. CHRISTIAN, STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, E.C.
Bankers: Bank of England.

R. T. A. MUNDY, STOCK AND SHAREDEALER,
38, BISHOPSGATE STREET WITHIN, E.C.
Bankers: City Bank.

R. JOHN MOSS, STOCK AND SHAREDEALER,
ST. MICHAEL'S CHAMBERS, 42, CORNHILL, E.C.
Bankers: City Bank, Finch-lane, E.C.

R. WILLIAM SEWARD, STOCK AND MINING SHARE BROKER,
19, THROGMORTON STREET, LONDON, E.C.
Every description of shares BOUGHT and SOLD at the best market prices.

R. C. A. POWELL, BRITISH AND FOREIGN STOCK AND SHAREDEALER,
No. 1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.
BUYER or SELLER of Taquaril, Pacific, Tankerville, Frontino, Sweetland, and East Lovell.
SPECIAL BUSINESS in North Trekerby and Caldbeck Fells.
Bankers: City Bank, Finch-lane.

Established upwards of Twenty Years in Cornwall and London.
R. J. R. PIKE, STOCK AND SHAREDEALER,
3, CROWN CHAMBERS, THREADNEEDLE STREET.

R. THOMAS THOMPSON, JUN., STOCK AND SHAREDEALER AND MINE AGENT,
5, WHITEHALL, S.W.

MESSRS. W. DUNN AND CO., STOCK AND SHAREDEALERS,
3 AND 4, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.
Bankers and Reference: National Provincial Bank of England.

FOR SALE, at prices affixed:—
Aberdaunt, 15s. 6d.
Bristol & Exeter, £2 1/2
Bewick Consols., £2 1/2
Cardigan Bay, £4
Chertsey, 12s. 3d.
East Bassett, £2 1/2
East Lovell, £2 1/2
East Pool, £2 1/2 6d.
East Seton, 18s. 3d.
Frank Mills, £2 1/2 1/2
Great Rock, £1 16s.
Great Vor, £2 1/2 1/2 6d.
5 Tankerville, £14 15s.
5 Taquaril, £1 2s. pm.
50 Van Consols., £2 2s.
10 West Caradon, 17s. 6d.
4 Wt. Chiverton, £2 1/2
25 Wt. Egarlie, £2 1/2
20 West Tankerville, £2 1/2
40 Wheel Agor, £1 16s.
10 Wheel Kitty (St. Agnes), £7.
2 Wheel Seton, £4s.
5 Wt. Mary Ann, £2 1/2 1/2 1/2

ANDERSON AND CO., STOCK AND SHAREDEALERS,
BRITISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES,
86, GRACECHURCH STREET, LONDON, E.C.
We specially invite the attention of investors and capitalists to the GRIFFON MINING COMPANY, advertised in the Journal of Sept. 10. The property is a bond of the Van Lode running entirely through it, with levels driven, the cut, and raising ore worth £18 to £20 per ton, a further improvement being expected; and it is likely to be the great centre of attraction in the Van Lode. From the numerous applications for shares from all parts of the country, it will be a great success. Every investor desiring of making money should apply for shares. A prospectus, plans, and forms of application can be had at this office.
The TERRAS TIN MINE is an extraordinary rich tin property. We have examined it, and are convinced of its value. (See Prof. White's report in last week's Journal, and supported by Mr. G. Henwood, who concurs with us that there is no mineral property in the West of England of equal value.) We have shares, or any portion, for sale at 30s. each. These should be bought at once. EDWARD AND CO., 86, Gracechurch Street, London.

R. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S,
BISHOPSGATE STREET, LONDON, E.C. (Established 16 years), has FOR SALE the FOLLOWING SHARES, at net prices:—
Aberdaunt, 15s.
Asheton, £2 1/2
Bristol & Exeter, £2 1/2
Bewick Consols., £2 1/2
Brynstow, 30s.
Cefn Consols., 12s. 3d.
Caldbeck Fells, 25s 3d
Chiverton Val., £2 1/2
Cargill, £2 1/2
Chertsey, 12s. 3d.
Cardigan Bay, £4
Don Pedro, £2 1/2 pm.
Drake Walls, 26s.
East Lovell, £2 1/2
East Bassett, £2 1/2
Eberhardt, £2 1/2 pm.
East Pool, 19s. 3d.
20 Frank Mills, £2 6s 3d
20 Frontino, 12s. 6d.
20 Gt. So. Chiverton, 10s
20 Great Vor, £2 1/2
20 Great Retallack, £2 1/2
20 Great Laxey, £2 1/2
5 Llanarmon, £4 18s 9d
10 Marke Valley, £6 18s 3
50 Mining Association, 4s. 3d.
25 New Lovell, £1 18s 6d
20 No. Crofty, 38s. 6d.
20 No. Trekerby, 2s. 3d.
20 Pen'Alit, 31s. 3d.
20 Pacific, £2 14s. 3d.
20 Prince of Wales, 13s 9
1 Providence, £40.
100 Port Phillip, 18s 9d.
50 Rhedaltog, 23s 3
1 Spearn Moor, £18s.
30 Sweetland, £2 14s. 9d
20 S. Condurrow, 44s.
20 South Darren, 27s. 3d
1 Trumpet Con., £22 1/2
5 Tankerville, £15.
20 Tan-yr-Alit, 48s. 9d.
20 Taquaril, 22s. pm.
1 Tincroft, £25 1/2
50 Terras, 30s.
2 Van, £62.
2 Wt. Chiverton, £25 6s 3
2 Wt. Tankerville, 54s 3
10 Wt. Mary Ann, £25.
1 Wheel Bassett, £7s.
3 Wheel Seton, £45 1/2
50 Yudanmutana, 23s 3

W. M. recommends the purchase of Great Retallack, Taquaril, Rhedaltog, Pen'Alit, East Pool, and New Lovell shares at present prices.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 21 years), is a SELLER at net prices of:—
Trevarack, £2 18s. 9d.; 1 Devon Great Consols., £77; 2 Lisburn, £163; 3 East Seton, £466; 2 West Chiverton, £53s.; 60 West Godolphin, 21s. 3d.; 4 East Lovell, £21; 100 West Pant-y-Go, 13s. 9d.; 50 Plynlimmon, £167 1/2; East New Lovell, 6s.; 10 Great Vor, £6; 200 Dale, 11s.; 100 Holmbush and Bryn'Alit, 9s.; 40 Great Retallack, 25s. 6d.; 35 Hington Down, 17s. 6d.; 5 Wt. 42 1/2; 20 East Chiverton; 5 Great Laxey, £17 1/2; 30 Trewthra, 3d.; 60 Bedford United; 20 East Chiverton; 20 New Pembroke; 100 Gwydyr; 60 Bewick Consols.; 100 Anglo-Australians, 10s. 6d.; 200 Rosa Grande, 6d.; 125 Eberhardt, £2 1/2; 10 General Brazilian, 17s. 3d.; Taquaril, 21s. 9d. prem.; 50 Yudanmutana, 24s.

TANKERVILLE, WEST TANKERVILLE, AND WELSH LEAD MINES.

EAST WHEEL LOVELL, AND OTHER CORNISH MINES.
PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST"—SYNOPSIS OF CORNISH AND DEVON MINES, &c., of Friday, Sept. 23, No. 599, price 6d, each copy, forwarded on application, contains information on the following mines:—
Tankerville. East Wheel Lovell. Great Wheel Vor.
West Tankerville. Great Western. North Crofty.
The Van. West Great Work. East Seton.
With Particulars of the Metal Trade, Copper Standard, and Dividend-paying Mines, &c.

MR. PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

THE WAR, AND PRICE OF STOCKS AND SHARES.
Read the "LONDON DAILY RECORD—STOCK AND SHARE LIST," as to what to buy at once for investment.
The "London Daily Record" is published by P. WATSON, Stock and Share Dealer, 79, Old Broad-street, E.C., every evening, and forwarded by post to subscribers.
Annual subscription, £1 1s.; by post, £2 2s.

MR. EDWARD COOKE, STOCK AND MINING SHAREDEALER,
76, OLD BROAD STREET, LONDON, E.C.
Bankers: Alliance Bank.

MR. W. H. COUEL, No. 42, CORNHILL, LONDON, E.C.
Daily price-list on application.

MR. WILLIAM MICHELL, 42, CORNHILL, LONDON, E.C.
Dealer in British Mines, Stocks, Shares, &c.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., transacts business at net prices in every description of security.
Sixth edition of "How to Invest," &c., forwarded for seven stamps.

MR. W. TREGELLAS, 122, BISHOPSGATE STREET WITHIN, E.C., recommends his friends to purchase shares in the TAQUARIL GOLD MINE. The last reports can be seen at his office, and he is in a position to afford investors reliable information for their guidance in buying or selling shares.

MESSRS. J. HUME AND CO., STOCK AND SHARE BROKERS,
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PRICE LIST:—
20 Great Retallack, 24s.
20 New Lovell, £2.
20 So. Condurrow, £2 1/2
10 East Lovell, £2 1/2
20 Great Vor, £6.
20 East Caradon, £4 1/2
20 Marke Valley, £7 1/2
50 Prince of Wales, 13s 6
20 Tankerville, £15.
50 West Tankerville, £2 18 9
50 Herodfoot, £44.
10 Asheton, £20 1/2
50 Caegynon, 30s.
20 Tan-yr-Alit, £3.
10 Van, £6s.
50 Van Consols., £2 1/2
20 Cook's Kitchen, £19.
20 Tincroft, £25 1/2
20 East Grenville, £23 1/2
20 Grenville, 32s. 6d.
20 Hington Down, 15s.
50 Crebor, 12s.
5 Seton, £50.
5 Wheel Jane.
10 Wt. Chiverton, £54.
1 West Seton.
5 Kitty (St. Agnes).
2 Trumpet, £22 1/2
20 Taquaril, 26s.
20 Don Pedro.
20 Eberhardt, £12 1/2
50 Plynlimmon, 37s. 6d.
50 West Maria, £13 1/2.

All orders executed with promptitude at closest prices, and advised by post or telegram.
A daily Price List sent on application.
Our next issue of the "Investment Record" will be ready early in October.
Bankers: The London Joint-Stock Bank.

MR. J. B. HAWKES, STOCK AND SHAREDEALER,
3, CROWN COURT, THREADNEEDLE STREET, E.C., has FOR SALE the following SHARES:—
5 Wt. Kitty (St. Agnes).
20 Wheel Agor, 38s. 6d.
10 Wheel Uny, £3.
20 West Bassett, 4s. 6d.
20 Great Western, 34s 9d
25 West Maria, 32s.
20 Wheel Crebor, 12s. 6d.
20 Plynlimmon, 49s.
50 Eclipse, 14s. 6d.
60 Rosa Grande, 4s. 6d.
20 Carn Camborne, 19s.
50 Gen. Brazil, £4 1/2 dis.
25 Terras, 29s. 6d.
20 Penrhy, £24.
20 Caegynon, 29s. 3d.
10 Wheel Buller, £3 18 9
2 South Frances, £20 1/2

Twenty-six Years' Experience.
MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C., having been connected with the Mining Market for the above period, and constantly visiting the mines of Cornwall and Wales, is at all times in a position to give reliable advice in the purchase and sale of shares.
MR. MANSELL is instructed to advance £2000 upon mining shares, at 6 per cent. Applications personal, or by letter as above.
Daily List of closing prices in British and Foreign mines published every evening, and forwarded to correspondents (free).
References exchanged.
Bankers: London Joint-Stock Bank.

SILK AND CO., STOCK AND SHARE BROKERS,
CHIEF OFFICES: 32, REGENT STREET, W.
CITY OFFICES: 36, MARK LANE, E.C.

Every description of Stocks and Shares dealt in at the closest market value for cash only.
FRANK LIMMER, Secretary.

MR. THOMAS ROSEWARNE, SHAREDEALER,
81, OLD BROAD STREET, LONDON, E.C.
T. R., from his practical experience of mining, as an agent and manager, is enabled to give genuine advice as to what shares should be bought, sold, or avoided.
T. R. has business as BUYER or SELLER in the following mines at close market prices:—

Asheton.
Aberdaunt.
Bristol & Exeter.
Bedford United.
Bedford Consols.
Bewick Consols.
Caldbeck Fells.
Cardigan Bay.
Chiverton Moor.
Cook's Kitchen.
Chertsey.
Chiverton Valley.
Devon Consols.
Drake Walls.
Don Pedro.
East Caradon.
East Lovell.
Eclipse.
East Grenville.
East Bassett.
Frank Mills.
Frontino and Bolivia.
Florence and Tonkin.
Gawton.
Great Vor.
Great Rock.
Great Retallack.
Great Western.
Hington Down.
Herodfoot.
Holmbush and Kelly.
Bray.
Marke Valley.
Miners.
New Lovell.
New Quebrada.
North Trekerby.
Okel Tor.
Old Treburgett.
Pen'Alit.
Perran Wheel Virgin.
Princess of Wales.
Prince of Wales.
Provide.
Pacific.
Penrhy.
Plynlimmon.
Queen.
South Caradon.
South Frances.
St. John del Rey.
Scath Condurrow.
Tankerville.
Tincroft.
Trumpet Consols.
Taquaril.
Tan-yr-Alit.
Van.
Van Consols.
Virtuous Lady.
West Chiverton.
West Bassett.
West Seton.
West Frances.
West Caradon.
W. Maria & Fortescue.
West Tankerville.
West Drake Walls.
West Jewell.
West Toul.
West Egarlie Lie.
West Rosedown.
Wheel Seton.
Wheel Bassett.
Wheel Crebor.
Wheel Grenville.
Wheel Buller.
Wheel Uny.
Wheel Mary Ann.

Money advanced to any extent on good marketable mining shares.
Bankers: Bank of England. Office hours Ten to Four.

BARTLETT AND CHAPMAN, STOCK AND SHARE DEALERS,
36, CORNHILL, LONDON, E.C.

THE INVESTMENT CIRCULAR, published on the first Wednesday in each month. Subscription, 6s. a year, including postage; a single copy, 6d.
THE HANDY-BOOK FOR INVESTORS, comprising a sketch of the Rise, Progress, and Present Character of every species of Investment, British, Colonial, and Foreign; including an estimate of their comparative safety and profit. Bound in cloth, 10s. 6d.
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MONTHLY LIST OF BRITISH AND COLONIAL INVESTMENTS, showing the rate of interest returned in marketable stocks and shares, for the guidance of investors. 1s. a part free.
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MR. CHARLES THOMAS,
MINING AGENT, AND GENERAL SHAREDEALER,
3, GREAT ST. HELEN'S, LONDON, E.C.

MR. JOHN GIBBS, STOCK AND SHAREDEALER,
51, THREADNEEDLE STREET, LONDON, E.C.
All kinds of shares bought and sold at closest market prices.
Bankers: London and County Bank.

MR. T. E. W. THOMAS, STOCK AND SHAREDEALER,
3, GREAT WINCHESTER STREET BUILDINGS, E.C.
Business operations in Mining Shares effected at close market rates.

NOTICE.
MR. T. E. W. THOMAS respectfully announces that his ANNUAL LIST OF SELECTED MINES is NOW READY, and may be had on personal application, or per post on payment of one stamp.
3 AND 4, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.

SHARES FOR 1870-71.—T. E. W. THOMAS'S SEPTEMBER LIST now being published; gratis to applicants, and per post on receipt of stamp.

DIVIDEND TIN MINES—DIVIDEND LEAD MINES.
Bona fide Investors should apply for T. E. W. THOMAS'S SELECTED LIST OF INVESTMENTS. One stamp, per post.

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New edition, 1870, price 6d.,
SELF HELP TO PATENT LAW;
Also, price 1s.,
COLONIAL AND FOREIGN PATENT LAWS.
By GEORGE DAVIES, C.E.

Published at the Office for Patents, 4, St. Ann's-square, Manchester, by GEORGE DAVIES, C.E. (late John Davies and Son).
Established 1835.

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Pacific Gold. Tankerville. Anglo-Brazilian.
East Lovell. Spearn Moor. Taquaril.
Sweetland Creek. Marke Valley. Tincroft.
CARDIGAN BAY AND SOUTH CARDIGAN.—An offer wanted for these shares. Considerably under quoted prices will be accepted.

TO INVESTORS.—NOW READY.
LAVINGTON AND PENNINGTON'S "MONTHLY RECORD OF INVESTMENTS," containing an exhaustive Review of the British and Foreign Stock and Share and Money Markets, &c., with an enumeration of safe investments, paying from 10 to 20 per cent. Price 6d. per copy, or 5s. annually. G. LAVINGTON and A. PENNINGTON, 44, Threadneedle-street, London, E.C.

MR. HENRY MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, has FOR SALE, at net prices, for cash, the FOLLOWING SHARES:—
20 New Lovell, £1 18s 9d
50 Drake Walls, 25s. 6d.
35 Bronfford, £4 1/2
20 Aberdaunt.
100 Excelsior, offer wntd.
40 Tamar Valley, 10s. 6d
25 West Egarlie Lie.
30 North Trekerby.
40 Agor, £1 18s. 9d.
20 Gt. Retallack, £1 2s 6
100 Wt. Godolphin, 21s.
50 Brynastog.
100 Wt. Pant-y-Go.
20 Great Vor, £6.
10 Tankerville, £14 18s 9
10 Llanarmon.
50 North Crofty, £1 16s 3
15 Cefn Consols.
70 Princess of Wales, offer wanted.
25 Terras, 30s.
100 Lovell Consols, offer wanted.
20 Taquaril, 21s 6d pm.
40 West Maria and Fortescue, £1 10.
5 Ironmasters Co. (Limited), offer wntd.
25 Hammett, offer wntd.
40 Great Rock.

TERRAS TIN MINING COMPANY (LIMITED).—Mr. HENRY MANSELL advises the immediate purchase of these shares at present low prices. Pamphlet (just published) containing full reports on the property, analysis of ores, &c., can be had free on application to the above address.
Bankers: London Joint-Stock Bank.

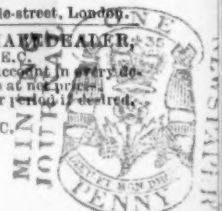
NOTICE.
FOR INFORMATION OF PRICES obtainable for the following Mines, or at what they may be procured, apply to the undersigned, who also effects Purchases and Sales (when practicable) in every description of shares at net prices. It is advantageous to those applying to state the number.
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Cargill. Marke Valley. Van Consols. Wheel Buller.
Devon Consols. North Crofty. West Frances. Wheel Grenville.
Drake Walls. New Lovell. West Chiverton. Wheel Uny.
East Bassett. Penrhy. West Seton.
East Grenville. Provide. West Maria.
Frank Mills. Spearn Moor. Wt. Kitty (St. Agnes).
Great Laxey. So. Condurrow. Agnes).
Great Vor. Wheel Seton.
Grenville. Tankerville. Wheel Bassett. Taquaril, &c.
JAMES BRENCHELY, Sharedealer, 32, Nicholas-lane, Lombard-street, London.
Established in 1854.

HOOKE AND CO., STOCK AND SHAREDEALERS,
LIFE, FIRE, AND MARINE INSURANCE AGENTS,
26, MARTIN'S LANE, CANNON STREET, LONDON, E.C.
Every description of Stocks, Shares, &c., BOUGHT or SOLD, for cash or fortnightly settlement.
We can with confidence recommend investment in the ABERDAUNT LEAD MINE COMPANY, Limited (see report in this day's Journal); in the GRIFFON MINING COMPANY, Limited (both in the Llanidloes district, and on the Van Lode); also in the TERRAS TIN MINING COMPANY, Limited (in Cornwall), from which latter property we have lately returned thoroughly satisfied, after a minute inspection, that it is more valuable than has been represented.
We also, at the rate of One Guinea per annum, give investors information on legitimate mining properties in the United Kingdom.
Investors in Foreign Mines, particularly in those of Mexico, Chili, Nova Scotia, and Australia will do well to consult us previous to embarking in them. Our terms are moderate, and our advice may be relied upon.
The ventilation of the ABERDAUNT MINE having now been thoroughly effected, results of the highest importance may be expected very shortly.
Orders and telegrams receive prompt attention.
HOOKE AND CO., 26, Martin's-lane, Cannon-street, London, E.C.

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SHARES FOR SALE.—400 East Carn Bro., 3s.; 150 Great South Tolgus, 2s. 6d.; 35 East Providence, 10s.; 10 Great South Chiverton; 50 Tin Valley. WANTED.—100 Taquaril, at 21s. prem.; 2 New Seton, £27 1/2; 50 Agor. Sellers state lowest price.

MR. JOHN B. REYNOLDS, OF 70 AND 71, BISHOPSGATE STREET WITHIN, LONDON, E.C., TRANSACTS BUSINESS in British and Foreign Stocks of every description, Railways, Foreign Bonds, Colonial Securities, &c.
British and Foreign Mine Shares are negotiated by him for cash. Not prices are charged on all transactions, and no commission is ever payable. Transfer of Stocks of any description, and to any amount, can be exchanged at any London bankers for the purchase-money, and no delay that can possibly be avoided is ever suffered in the delivery of Stock.
Mr. REYNOLDS undertakes the inspection of mines by first-class authorities, and, through his correspondence, is enabled to get reliable information.
Established in London Thirteen Years.
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MR. EDWARD BREWIS, STOCK AND SHAREDEALER,
No. 34, OLD BROAD STREET, LONDON, E.C.
Business transacted for prompt cash, or if preferred for account in every description of tin, lead, copper, gold, and silver mining shares at net prices.
Money advanced on mining shares for account, or a longer period if desired. Telegrams promptly attended to.
Bankers: The Alliance Bank, London, E.C.



GWYNNE AND CO., ENGINEERS, ESSEX STREET WORKS, STRAND, LONDON, W.C.

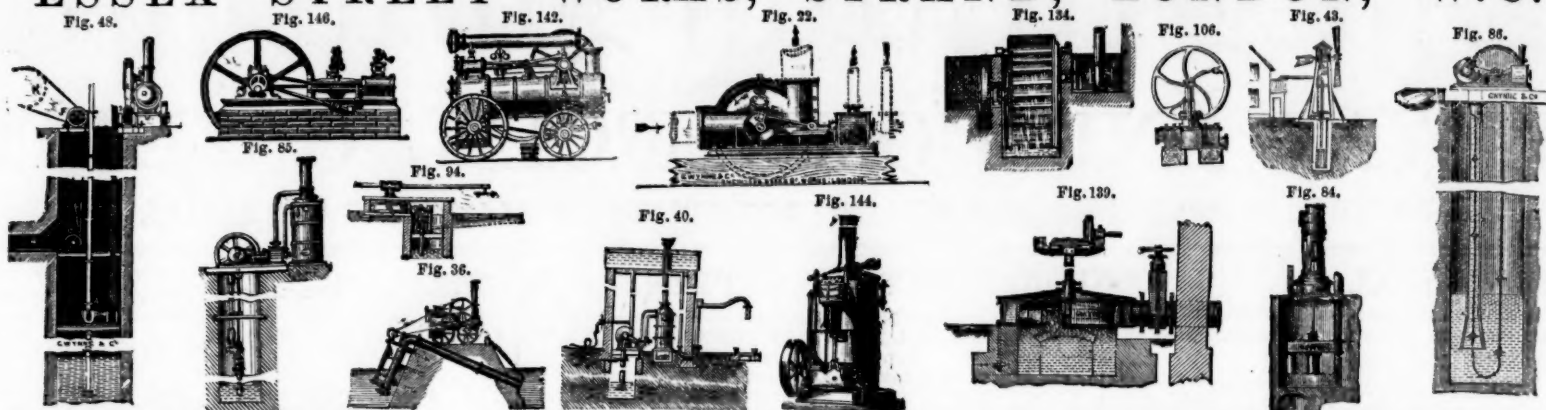


Fig. 144.—Vertical Engine, all sizes, from 2 to 20-horse power.
Fig. 146.—Horizontal Engine, from 4 to 100-horse power.
Fig. 142.—Portable Engine, from 2½ to 30-horse power.
Fig. 40.—Gwynne and Co.'s Combined Stationary Pumping Engine.
Fig. 139.—Turbine Water-wheel, from 1 to 300-horse power.

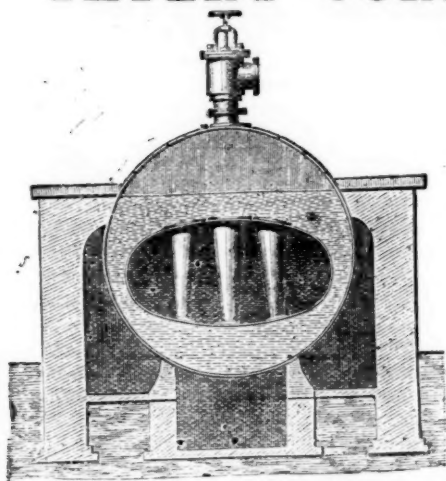
Fig. 22.—Combined Pumping Engine, all sizes, obtained Prize Medal, Paris Exhibition.
Fig. 85.—Deep Well Pumping Engine, all sizes.
Fig. 134.—Water-wheel Pumping Machinery.
Fig. 36.—Gwynne and Co.'s Patent Syphon Drainage Machinery.
Fig. 95.—Horse-power Pumping Machinery.

Fig. 86.—Chain Pump Pumping Engine.
Fig. 48.—Deep Mine Centrifugal Pumping Machinery.
Fig. 84.—Double-acting Vertical Pumping Engine.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand Pump.
Fig. 43.—Wind Power Pumping Machinery.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep Washing Machinery, &c., &c.
List of Centrifugal Pumps, two stamps. Illustrated Catalogues of Pumping Machinery, six stamps. Large Illustrated Catalogue, with many Estimates, &c., twelve stamps. All post free. GWYNNE and Co. have recently effected a considerable reduction in their prices, being determined to supply not only the best but the cheapest Pumping Machinery in the world.

GWYNNE AND CO.,
HYDRAULIC AND MECHANICAL ENGINEERS, ESSEX STREET WORKS, STRAND, LONDON, W.C.

GALLOWAY'S PATENT CONICAL WATER TUBES FOR STEAM BOILERS.



Section of the "Galloway" Boiler, showing arrangement of back flues, the furnaces being of the same construction as in the common two-flued boiler.

The above TUBES are made with such an amount of taper as will allow the bottom flange to pass through the hole in the upper side of the boiler flue, which renders their introduction into ordinary fluid boilers a simple operation, and with the following advantages:—
The POWER of the BOILER is CONSIDERABLY INCREASED, and the FLUES ARE MATERIALLY STRENGTHENED.
The CIRCULATION of the WATER is MUCH IMPROVED, and UNEQUAL EXPANSION with its attendant evils, PREVENTED.
LIABILITY TO PRIME IS LESSEMED.

These Tubes have now been in use upwards of fourteen years, and above 50,000 are in work in various parts of the country with the best results.
They can be fixed by any boiler-maker, but can only be obtained from the Patentees.

W. & J. GALLOWAY & SONS,
ENGINEERS AND BOILER MAKERS
MANCHESTER,

Makers of Wrought-iron Parallel Tubes, 40s. p. cwt.

MANUFACTURERS OF THE WELL-KNOWN

"GALLOWAY BOILER,"

AS PER SKETCH ANNEXED.

UPWARDS OF TWO THOUSAND OF WHICH ARE NOW AT WORK.

BOILERS OF ANY DIMENSIONS, UPON THIS OR ANY OTHER PLAN, CAN BE DELIVERED WITHIN A FEW DAYS FROM RECEIPT OF ORDER.

STEAM ENGINES OF EVERY DESCRIPTION.

General Millwrighting.—Hydraulic Machinery.—Polishing, Grinding, and other Machines for Plate Glass.

LEAD ROLLING MILLS AND PIPE PRESSES. CAST AND WROUGHT-IRON GIRDER BRIDGES.

HALEY AND OTHER LIFTING JACKS, BOILER RIVETS, &c.—SCREW BOLTS, STEEL PUNCHING BEARS.

Shearing and Punching Machines Bending Rolls, and every description of Boilermakers' Tools, &c., &c.

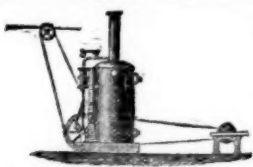
CHAPLIN'S PATENT STEAM ENGINES & BOILERS

(PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862),

The ORIGINAL combined Vertical Engines and Boilers, introduced by Mr. CHAPLIN in 1855. Each class kept in Stock for Sale or Hire.

WIMSHURST & CO., ENGINEERS,

OFFICES: 117, CANNON STREET, E.C. WORKS: REGENT'S PLACE, COMMERCIAL ROAD EAST, LONDON, E.



STATIONARY ENGINE.



STEAM CRANE.

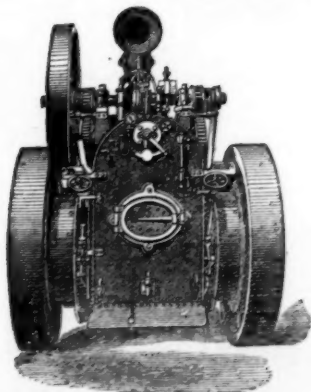
ROBEY AND COMPANY, LIMITED, ENGINEERS, LINCOLN.

PATENT PORTABLE

HAULING AND WINDING ENGINE,

WITH

PATENT DRUM WINDLASSES,
FOR MINING PURPOSES.



This Engine is specially commended to Mining Engineers and others, as by its adoption—

Haulage along inclined drifts is easily and cheaply effected.

The expense of sinking new shafts is greatly reduced, neither foundations nor engine-house being required.

It is available not only for winding, but for pumping, sawing, &c.—a great desideratum at a large colliery.

It can be very quickly removed (being self-propelling), and fixed in any desired position.

Prices and full particulars on application as above, and also references to view the Engine in successful work near Derby, Carnarvon, Haverfordwest, Darlington, and other places.



By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE MANUFACTURERS,

LONG LANE, SOUTHWARK, LONDON.

Prize Medals, 1851, 1855, 1862, for

MILLBANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES.

HALF A MILLION HAS BEEN PAID BY THE RAILWAY PASSENGERS' ASSURANCE COMPANY

AS COMPENSATION FOR ACCIDENTS OF ALL KINDS (RIDING, DRIVING, WALKING, HUNTING, &c.)

An annual payment of £5 to £25 insures £100 at death, and an allowance at the rate of £5 per week for injury.

For particulars, apply to the Clerks at the Railway Stations, to the Local Agents, or at the

OFFICES, —64, CORNHILL, and 10, REGENT STREET, LONDON.
WILLIAM J. VIAN, Sec.

THE FALCON CLIFF MINING COMPANY (LIMITED).

DIRECTORS' REPORT.

Since making the first allotment of shares, in June, 1869, we have felt it advisable, on grounds which we will explain, to abstain from issuing any report on this mine, but are now happy to be able to hand you the accompanying detailed report from the resident engineer on the progress and present position of the workings.

We commenced operations in August, 1869, under the best practical advice, at both ends of our set, and almost immediately received from the lessees of the adjoining (Ballaclough) mine a formal notice that the land in which we were working in Ballaclough Glen was included in their lease, and that they should treat us as trespassers on the progress and present position of the workings.

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During the past 12 months we have, whilst steadfastly refusing to suspend work, or in any other way to cast a doubt upon our claim, assisted the Crown authorities by carefully avoiding discoveries, and maintaining a strict silence as to the result of our works; but immediately upon the issue of the negotiations being officially communicated to us, directions were given to uncover a run of ore which had been discovered in the Ballaclough adit in September, 1869, when it was found to rise into the level about 4 or 5 ft. for about 6 fms., increasing in thickness from 1/2 in. at the top to 10 in. just below the sole, and dipping north and east. Large pieces of this ore were broken off upon the 1st inst., during the visit of a deputation of your directors, who had the gratification of seeing this done in the presence of Warrington W. Smyth and F. C. Skrimshire, Esq., the Crown Inspector and Agent, who were making their annual official inspection at the time.

Your directors now desire to congratulate the shareholders upon their successful issue from what appeared at one time a most unfortunate difficulty (for no amount of compensation would have repaid the company for the loss of this ground)—upon the large amount of work done during the negotiations—and upon the more than anticipated success which has attended the operations in this portion of the mine. The facts that at about 40 feet from the surface a deposit of ore (such as our agent truthfully says could hardly be expected at 50 fms.), increasing quickly in thickness as it descends, and dipping exactly as we would wish it, has been passed, that two magnificent caunter lodes have since been proved, and that the present forecast is looking better than at any previous time, more than corroborate all the statements in the prospectus, and make the success of the Ballaclough Mine only a question of a few months until the necessary permanent shaft can be sunk to intersect the north and south lodes at the required depth. Very satisfactory progress has also been made in the workings of the Slock Mine, where the appearances of the veins on which we are driving give us every encouragement to look for a substantial and not long deferred success.

For the details of our progress and the prospects of our mines we refer you to the accompanying report of our engineer, Captain JOHN BARKELL, which will afford every information, and cannot fail to give general satisfaction.

Samples of the ore are now at the office of the Secretary, who will give the requisite orders to enable any shareholders who wish to see and judge for themselves of their property.

The directors are now prepared to receive applications for the shares still unissued, and the next allotment will take place on the 12th October next.

A preference in allotment will be given to the applications of existing shareholders.

Forms of application can be had from the Secretary (Mr. W. C. BEW) at the under-named address.

(For the Directors) WALTER R. CRITCHLEY, Chairman, Colonial Buildings, 36, Dale-street, Liverpool, 16th September, 1870.

ENGINEER'S REPORT.

Rules, Isle of Man, Sept. 7, 1870.—In compliance with your instructions, I now send you an account of our operations in these mines since their commencement (in August, 1869) to the present time.

BALLACLOUGH MINE.—We commenced driving an adit as soon as its proper position could be decided upon in the "Bell Abbey Glen," upon the course of the north and south lode, where for the first 14 fathoms we found an old narrow level had been driven (about 40 years ago, I believe), which had fallen in and rendered our driving very much more difficult. On the 24th September we got through the old level, and found the lode about 6 feet wide, bearing nearly due north and south, and underlying east from 3 to 4 feet per fathom; it consisted of about 4 in. of beautiful dark or flookan, the rest being carbonate of lime, blue killas, and sugary spar. Driving about 3 feet further we broke some nice stones of lead, copper, and blende from a rib adhering to the footwall, varying in size from 1/2 inch to 2 inches in thickness, and of such a strong character as was not ordinarily to be found at a less depth than 60 fathoms, instead of 40 feet from the surface. This was accompanied by a most perfect "sicken slide." For the next 4 fathoms the branch of ore increased in size up to about 6 in. in thickness, nearly solid, when, in accordance with your instructions, we avoided the footwall, covering it by our timber so as not to expose more ore, in order that the negotiations then going on between the "Crown" and the Ballaclough Company, relative to our right to this ground, might not be prejudiced, and drove on the hanging side. In the middle of October, however, we cut into the footwall and found a continuation of the ore, barely distinguishable in the upper part of the lode, but increasing as it descended, and the lode containing more sugary spar and flookan, and bearing a most promising appearance. Since the final settlement of the claim of the Ballaclough Company, I have uncovered the branch of ore so far as can be seen in the level, and find it extends for 6 fms. By your instructions I have sunk upon it near its commencement for 18 in., and found it increase to a thickness of fully 10 in. wide, of beautiful lead ore, proving conclusively that it is the top of a magnificent deposit. In the first week of November, at about 26 fathoms from the mouth of the adit, a favourable change took place in the underlie of the lode, which became from 1 foot 6 in. to 2 feet less in the fathom than it had been. During the months of December and January the lode continued to improve, and carried a firm, regular hanging wall (covered with gossan), which enabled us to dispense with timber on that side. Early in February this wall disappeared and the lode became disordered, but shortly recovered itself, and on the 19th turned sharply to the east, and bearing strong evidence of the close proximity to a junction, the water fairly gushing out, and the ground being of a porous character; distance driven, 57 fathoms.

On the 15th of March a decided improvement took place in the lode, which now contained carbonate of lime, gossan, spar, and a large quantity of sulphur, with which even the surrounding strata were strongly interspersed; ground easy driving, and a stream of water highly impregnated with oxide of iron issuing from it; total driven, 64 fathoms. On the 24th of March a stone of rich-looking lead was broken, and the lode contained all the essentials of productiveness. At this point we met with a sicken slide, which in this island is generally associated with mineral deposits. After this the ground became harder, and appeared as if it had been subjected to a powerful iron action. I need not say that this is a promising feature. From the 1st of April to the 7th the ground was a little, when a cross lode, bearing north-east, intersected it, consisting of carbonate of lime, gossan, killas, down, and sulphur; distance driven, 67 fathoms. At this point the north and south lode turned very sharply to the west, and we continued to drive in a westerly direction for 16 fathoms through killas, spar, gossan, and large patches of carbonate of lime, till the beginning of June, when we intersected another splendid caunter lode, composed chiefly of rich gossan and flookan, about 9 feet wide, bearing north-east, and underlying south 1 foot in the fathom; distance driven, 83 fathoms. This lode, and the existence of two caunter lodes of such a promising description ensures the ultimate success of the mine. After cutting through this last caunter we got into almost clean killas, and seeing that we were getting too far west I stopped further drive in that direction, but resumed operations about 15 fathoms back, by driving north on a small string, which proved to be the real continuation of the north and south lode, and for 5 fathoms it was of the most masterly character; after which for about 5 fathoms we had a succession of breaks in the hanging cheek, each tending to improve the lode, but on the 12th August it greatly improved, and became almost one mass of rich gossan, with a little carbonate of lime. Encouraged by the appearance of this lode have frequently been, it has never, in my opinion, been at all equal to what it now is. The total distance driven in this adit is 100 fathoms, for the whole length of which I never saw a lode show more strength and power at so shallow a depth, or even at a much greater depth. In reviewing the foregoing, it is evident that we have a most magnificent lode, and that depth only is required to make it, as well as the two shaft being sunk in such a position as to command not only the already discovered run of ore, but also the junction above referred to. The shaft would be sunk perpendicularly, to cut the north and south lode at about 15 fathoms below the adit, and then carried down on the lode. In this advice, as well as in the position I would select, I am fully borne out by a conference of mining engineers of undoubted ability, who met my secretary and myself by appointment upon the ground in July last. By adopting this course I calculate that the shaft would command a run of ore ground (proved beyond doubt by the lead in the old shaft and open workings in the glen, and by the run of ore ground in the adit, to be rich) of about 150 fathoms in length, which, in addition to its unusually productive nature, is of the easiest description of mineralised ground for driving or sinking.

BLOCK MINE.—Although this end of the company's property is nearly two miles from Ballaclough portion, the same great north and south lode runs completely through both mines. Before the property came into this company's possession an adit level was driven from about 90 fathoms upon an east and west lode, a little above high-water mark, to intersect the north and south lodes, and a good bit of lead was taken out—indeed, lead is still to be seen in this as well as in other shorter east and west trials on the same vein, and copper and sulphur throughout nearly the whole length of the drive. We have driven about 40 fathoms in continuation of this level through highly mineralised ground, containing from time to time eyes of lead, and one branch in particular, which increased in size as it dipped east. In December last we also commenced driving through at about 45 fathoms back, with the view not only of exploring this new lode, but also of cutting another nearly east and west lode, which had diverged from the level close to its mouth, running nearly parallel to it, and out of which large blocks of lead ore had been taken at the junction. We have several times broken good specimens of lead from this drive, and, from the character of the lode, we may reasonably expect very large deposits as we penetrate the hill. From the present bearings of this lode, and other appearances, I am led to believe that it is the identical one upon which we are driving at Ballaclough; and, if it should prove rich at this end, which from present characteristics there is every reason to expect, its value to the company could not possibly be over-

estimated. Owing to the steepness of the cliffs in this portion of the sett, we have already got a cover of about 500 ft., and each fathom that we drive will take us more into the heart of the hill, and give us additional cover, so that we have ample depth to make this mine profitably productive in its present position. We have good tram-wagon roads to the end of each of the Bell Abbey and Slock drivings, and everything in the best possible order. I have abstained from making any remarks on points of interest arising from other fine lodes which are known to exist in the company's sett, but on which no operations have as yet been decided upon.

In conclusion, I beg to say that I cannot speak too highly of the prospects of your property. The position is excellent; the ground of a moderately soft nature, everything combining to make it easy, inexpensive, and speedy for development; and the trials already made have given absolute proofs of its value to an extent which you had no possible right to expect in so short a time.

JOHN BARKELL.

THE SHALLEE SILVER-LEAD MINING COMPANY (LIMITED).

TO WORK THE FEE-SIMPLE SILVER-LEAD MINE OF EAST SHALLEE AND GURTNADYNE.

To be incorporated under the Companies Acts, 1862 and 1867, whereby the liability of the shareholders is limited to the amount of their shares.

Capital, £20,000, in 20,000 shares of £1 each, of which 22,200 are offered for subscription.

Deposit 5s. per share, to be paid on application, and 5s. on allotment. Calls not to exceed 5s. per share, at intervals of not less than three months. Shareholders can at once, upon making application, pay up the full amount of their shares. In such cases share warrants, transferable from hand to hand, and exempting the holder from any further liability, will be issued if desired.

Interest at the rate of 5 per cent. per annum will be allowed upon calls paid in advance. If no allotment be made, the deposits will be promptly returned in full.

DIRECTORS.

ROBERT GOING COLLIS, Esq., Leeson Park, Dublin, and Millbrook House, Nenagh.

WILLIAM R. STEPHENS, Esq., Fairfield, Rathgar, Dublin.

HENRY SHAW, Esq., Burgh Quay, and 1, Waterloo-road, Dublin.

WILLIAM O'BRIEN, Esq., Aliborough House, Sydney-terrace, Merlion.

J. F. CONNELL, Esq., Ellenville, Raglan-road, Dublin.

BANKERS—Dublin: ROYAL BANK OF IRELAND.

LONDON: LONDON AND WESTMINSTER BANK.

SOLICITORS—Messrs. D. and T. FITZGERALD, 20, St. Andrew-street, Dublin.

BROKERS.

Dublin: W. G. DUBEDAT, Esq., 2, Foster-place; and Messrs. BOYLE, LOW, MURRAY, and Co., College-green.

LONDON: R. H. M. JACKMAN, 31, Threadneedle-street.

SECRETARY—MR. F. L. MORGAN.

OFFICES,—4, COLLEGE STREET, DUBLIN.

ABRIDGED PROSPECTUS.

This company has been formed for the purpose of purchasing and working the East Shallee and Gurtynadyne Silver-Lead Mines, situate near Silvermines, in the County Tipperary. The Great Southern and Western Railway runs through the property at a place particularly well adapted for the making of a siding, about a quarter of a mile from the engine-shaft, and by its construction the ore can be sent direct from the mine to the ports of Dublin, Limerick, Waterford, or Cork.

The Shallee property comprises the minerals of over 687 statute acres, and is held for ever free of either royalty or dead rent. The great mineral vein is supposed to extend for 750 fms. through the property. The lode is at present being worked on the 16 and 26 fm. levels, which latter is the greatest depth attained, and yet more than 3800 tons of silver-lead, producing over £61,000, at an average price of £15 15s. 6d. per ton, have been already obtained. The last cargo of Shallee lead was sold on June 25, 1870, for £20 2s. 6d. per ton, whilst the *Mining Journal* of that and the following week, in giving the sale of lead made a few days before and after the same date, shows the average price to have been only £12 15s. per ton, and this fact demonstrates the richness in silver of the Shallee lead.

The mining plant on the property is of first-class modern character, and it and the buildings are valued at over £6500.

The plant is in full working condition, and not one shilling outlay for machinery will be required. The present raisings under the restricted conditions of capital average 10 tons of silver-lead ore per month.

The present owners have entered into a preliminary agreement to convey to the Shallee Silver-Lead Mining Company all their interest in the mine, with the working plant, machinery, and buildings, for the sum of £15,000, of which they propose to take one-half, fully paid up shares, thus retaining a substantial interest in the success of the new undertaking.

No promotion fee will be paid. The attention of the public is invited to the prominent facts connected with this property, which may be thus enumerated:—

1.—That the East Shallee Silver-Lead Mine is a fee-simple property, and of unusual extent—687 acres.

2.—That it is quite free from royalty or dead rent.

3.—That upwards of £61,000 worth of silver-lead has been already obtained from it.

4.—That this has been realised from ores raised at a comparatively trifling depth.

5.—That the ore is remarkably rich in silver, and that the price it brings is 50 per cent. beyond the average, according to published list of sales in the lead market.

6.—That suitable first-class modern machinery and substantial buildings are on the ground ready for use.

7.—That no preliminary outlay is required.

8.—That there are no promoters' fees.

9.—That the property is connected with Dublin, Limerick, Cork, and Waterford ports by direct railway communication.

10.—The adoption of the excellent system of share warrants, which can be passed from hand to hand like a bank note.

The directors ask special attention to the reports of Captain NANCARROW, Mining Engineer, manager of the Shallee Lead Mine, and of Capt. KIRK, formerly manager of the Shallee Lead Mine, copies of which, and of the unaltered prospectus, can be had on application at the company's offices, 4, College-street, Dublin, or to the Brokers.

THE KING SILVER AND COPPER MINING COMPANY (LIMITED).

Capital £20,000, in 20,000 shares of £1 each.

Payments 2s. 6d. per share, every three months.

N.B.—The shares are all applied for. Fully paid-up shares can now be obtained of the secretary, at a premium of 2s. 6d. per share, or £1 2s. 6d. each.

The directors to be chosen at the first general meeting of shareholders.

BANKERS.

WEST OF ENGLAND AND SOUTH WALES DISTRICT BANK, Tavistock.

SOLICITORS—Messrs. LUXTON AND SON, Tavistock.

SECRETARY—MR. THOMAS J. BARNARD, Tamar House, near Tavistock.

This property adjoins the far-famed Queen Silver and Copper Mine, which has accomplished the almost unprecedented achievement of declaring and paying a dividend before the short space of time has permitted the erection of an engine for its effectual development. No further introduction is given, no further credentials are necessary, and, with simply the full and detailed report from the agent, Capt. W. Knott, of the Queen Mine, the King is placed before the world.

REPORT.

The King Silver and Copper Mine, Sept. 1.—This mine is situated in the parish of Calstock, county of Cornwall, and is of moderate extent on the course of the lodes, being about 400 fms. in length, and the same in width, and is bounded by and adjoins the following dividend-paying and thriving mines—on the east by the Wheal Arthur, on the north by the Prince of Wales, and on the west by the Queen Silver and Copper Mine. The sett embraces five known east and west lodes, and several cross-courses, or north and south lodes. An adit has been taken up by the course of the middle part of the sett in a north and south direction, and driven north about 200 fms., in which drive the five lodes referred to are laid open at a depth of from 16 fms. to 40 fms. These lodes, commencing with the most southern, I shall call respectively Nos. 1, 2, 3, 4, and 5. —No. 1: This lode is seen about 16 fms. deep, and is 2 1/2 ft. wide, underlying south 2 1/2 ft. in 1 fathom, composed of flookan, quartz, and prlan, interspersed with mangle and good quality copper ore, but no opening made on the same beyond the cross-course driven through it. —No. 2: This lode is about 50 fathoms north of the latter, varying in width from 1 ft. to 5 ft., underlying north 2 ft. in 1 fm., composed of peach, prlan, quartz, and capel, highly charged with arsenic and copper of good quality, which same lode about and above the adit, or 24 fms. from surface, has been worked the last three years by parties at a fair profit, and is now being more effectually developed by the Queen Silver and Copper Mining Company (Limited), which company has sunk a shaft on the course of the lode about 10 fms. below the adit, or 24 fm. level, and which shaft has been sunk through a lode varying in quality from £10 to £25 per fathom. —No. 3: This lode is parallel to the two former, and is 30 fms. north of the latter, underlying south, and will form a junction with No. 2 lode at about 40 fathoms deep. This lode is from 2 ft. to 4 ft. wide, composed of flookan, prlan, quartz, and carbonate of iron, interspersed with mangle and copper, with occasional stones of lead and silver, and from which same lode immense quantities of silver-lead and rich silver and copper ore have been raised in the East Cornwall Mines, further west. I should observe that the three lodes referred to above are parallel, and bear about 10° north of west. —Nos. 4 and 5: These two lodes bear about 25° north of west and south of east; consequently, at or about the centre of the sett on the east and west course, are in close proximity to No. 3 lode. Nos. 4 and 5 lodes are running side by side, or one on the other, as seen in the adit and the workings about and above the same, the under lode being from 1 1/2 ft. to 2 ft. wide, composed of flookan, prlan, and carbonate of iron, interspersed with lead and rich stones of silver ore. This is the same lode which produced such large quantities of silver in the Old Wheal Duchy, Wheal Brothers, and Silver Valley Mines, to the west of and adjoining the Queen Mine, which is now producing such rich silver ore, and giving, and promising to continue to give, her fortunate shareholders handsome profits—the upper or copper lode being a strong, masterly, and highly-mineralised one, from 5 ft. to 7 ft. wide, and in places 10 ft. to 12 ft. wide, composed of peach, prlan, and quartz, highly charged with sulphur, arsenic, and copper ore, and on which profitable operations have been carried on by working the same on tribute for the last twelve or fifteen years about and above the adit, but nothing done below that level, which adit level and the necessary shafts have been driven and sunk at many thousands of pounds cost, and is so much necessary work done in favour of any company for the future working of the mine; and, from the nature of the strata in which

these lodes are embedded, their position and direction as it respects the granite formation of Kit Hill and Hingston Down, all tend to assure the practical miner of their continued and increased productiveness if developed to a greater depth. I think I have before mentioned to you in conversation, and I now repeat it in writing that some years since I partially inspected the shallow adit east of Combe Valley in this sett, and broke therefrom a stone of several pounds weight, and the result was, when the whole of the stone was broken down and pulverised, 700 ozs. of fine silver to the ton. This sett is particularly well adapted for the amalgamation process (the same as is to be brought into action in the Queen Mine as soon as the steam-engine is erected, and provides the necessary motive power), as, from the numerous assays I have made, I am positive that thousands of tons of stuff could readily be obtained to yield from 8 ozs. to 15 ozs. of silver to the ton, and the prospects for rich deposits of silver and copper are great. In conclusion, I do not hesitate in giving you my honest opinion, based upon practical observations and knowledge, added to the assistance of the laboratory, that you have in this property, if worked spiritedly and judiciously, one of the best mining properties in England; and a great speed, and lasting success is, in my mind, quite certain. WILLIAM KNOTT.

The proprietors of the mine dispose of the property for 15,000 fully paid-up shares, no cash whatever, and the remaining 5000 shares have been applied for privately before the prospectus could be printed and the company registered.

The above report is from the pen of one of England's most practical miners, and the thorough genuineness and capabilities of the writer as a silver and copper miner and assayer are universally acknowledged; therefore, with assurances of success, go forth to the discriminating public thou "King," and rival thy neighbour, the "Queen."

Meetings of Mining Companies.

GREAT WHEAL VOR UNITED MINING COMPANY.

The general meeting of shareholders will be held on Wednesday. The accounts to be submitted show—

Black tin sold, May.....	£3000 18 5
" " June	2755 19 1
" " July	2203 13 9
Tribute and royalty on tin sold from Roselidon.....	64 0 9
Sundries	13 15 7 = £3038 7 7
Mine cost, April, May, and June	£4508 9 4
Merchants' bills	2153 9 10
Dues	445 6 4
Sundry payments	262 9 7 = 7374 15 1

Leaving balance (profit)

The audited cash accounts, made up to July 31, showed a credit balance of 2670l. 18s. 8d., including cash at bankers, petty cash, and bills receivable.

In the note appended by the auditors it is mentioned that this statement refers only to the audited account to the dates given; and that a supplementary statement will be exhibited at the general meeting, showing the financial position of the company's affairs up to the date.

The ground sunk and driven for the three months ending June was 34 fathoms 5 feet.

EAST NEW WHEAL LOVELL MINING COMPANY.

A general meeting of shareholders was held at the Guildhall Coffee-house, on Wednesday.—MR. EDWARD COOKE in the chair.

A statement of accounts was submitted, showing a debit balance of 378l. 5s. 3d.

The report of Mr. Charles Bowden (the manager) stated that the engine-shaft is sunk and made complete to the 22, and a cross-cut is now being driven south to cut the New Wheal Lovell lode, which they expect to reach in about a fortnight from this time. About 20 fms. south of engine-shaft they have sunk a shaft on the south lode 5 fms. from surface, which is 3 ft. wide, and producing fine stones of tin; it is the most promising lode yet seen, and should, in his opinion, be developed to a deeper level. Moor shaft has been sunk to the 20, and the East Lovell lode cut and driven on about 8 fms.; it is 1 1/2 ft. wide, and poor, but very much resembles the same lode in East Lovell sett, in the same level, depth only being wanted to turn out similar results. He recommends for the next four months to sink on the south lode, and drive east and west in the 22, on the small lode, when cut, the monthly cost of which would not exceed 100l., including everything.

The CHAIRMAN said that while he regretted meeting his fellow-shareholders without being able to announce that the lodes had proved productive, yet he thought all would agree with him in thinking that the prospects generally were of a character to justify the continuance of operations, and especially when it was remembered that the mine was situated in the most remarkable district in Cornwall. Hitherto everything had been preparatory, but now the lodes had been met with, the south lode being one of the most promising ever seen at the depth. In all mines in which he was a shareholder he always urged that a call should be made of sufficient amount not only to pay off the indebtedness, but also to provide for the future working of the mine. As, according to the manager, the expenditure would not exceed 100l. per month, he considered it would be advisable to continue operations. A call of 8s. 6d. per share would pay off the liabilities, and provide for the working of the mine for the next three months.

The report was ordered to be entered on the minutes, and the accounts were passed and allowed.

MR. OWEN JONES asked whether it would not be advisable to have the property inspected by an independent authority?—MR. PAGE considered it would be satisfactory to the shareholders if that were done.

The CHAIRMAN fully concurred with the suggestion, and named Capt. Harris, of Great Wheal Vor.

Upon the proposition of Mr. WATERS, seconded by Mr. JONES, it was unanimously resolved that Capt. Harris be requested to inspect the mine, and that his report should be circulated among the shareholders.

A call of 8s. 6d. per share was made.

A vote of thanks to the Chairman terminated the proceedings.

VIRTUOUS LADY MINING COMPANY.

The second ordinary general meeting of shareholders was held, on Tuesday, at the Bedford Hotel, Tavistock.

MR. JAMES MURRAY in the chair.

MR. T. J. BARNARD (the secretary) read the notice convening the meeting.

The business of the meeting was gone into fully and satisfactorily, and the report from the directors, who are thoroughly conversant with mining, and frequently visiting the property, showed clearly that although the mine had not up to within a month past been the success anticipated, the rocks of ore now being brought from underground, the parcel of ore not less than 50 tons now ready for sampling at the end of present month, which would speak for itself, the quantities of tin ore only waiting for the completion of the erection of the stamps to be dressed and sent to market, and the cutting of black and yellow ore in the shallow level on the south lode, which indicated a great success upon the intersection of the same lode at such a deeper point in the south cross-cut, all tended to prove, with many other points not here enumerated, even to the most sceptical, that this property is undoubtedly fast becoming one of the great and actual prizes in copper and tin mines.

SOUTH WALES COLLIERY COMPANY.

An extraordinary general meeting of shareholders was held at the London Tavern, on Sept. 12.

MR. LAWRENCE HEYWORTH in the chair.

The report of the directors stated that it was impossible to regard the result of the profit and loss account as other than unsatisfactory. The first two months of the past half-year promised a material improvement in the condition of the coal trade, but in March and the following months the demand slackened, and the trade became dull.

The CHAIRMAN drew attention to the fact that there had been no increase in the capital account. The trucks had been kept in the most thorough repair, the outlay on which had been thrown entirely upon the coal raised. The past half-year had been a very bad one for business, but in any good half-year the truck account would have shown a considerable profit. Besides other drawbacks, the items of expenditure had been very heavy. The dead rent payable to Messrs. Bailey on the property leased from them had formerly occasioned heavy loss. That loss had been reduced, as the out-put of coal during the past half-year had covered the dead rent, and left a small surplus towards recouping the excess of dead rent over royalties during the years 1868 and 1869. The coal was being gradually opened out, and produced very little small, and but a short quantity of shale. They would be in a position to raise 400 or 500 tons of coal per day within the next four or five months, and some profitable contracts for supplying coal had been entered into. During the half-year 1870 had been expended in defending and satisfying demurrage claims arising out of transactions in the year ending 1867, but those claims having been met, and as there were no grounds for the preferment of any demurrage claims since the year 1867, no further charge on this account need be apprehended. He then moved that the report be received and adopted.—MR. JOHN LAWRENCE seconded the proposition.

The CHAIRMAN, in reply to questions, stated that the whole of the details connected with the half-year's workings were at the service of the shareholders. Mr. RICHARD PORTER objected to the Board asked for being published, it being most unwise for a trading company to do so. There was no analogy between a railway company and a trading company. The one was a great monopoly, but the other had to compete, simply as a trading concern, with other traders and companies.

MR. LAWRENCE mentioned that, as regarded the future of the company, it was at present in a position easily to put out 200,000 tons of coal a year, or 600 tons per day, which, at a profit of 1s. per ton, would put this colliery in a good position; and he did not look upon that as by any means an impossible event.

MR. HOWARD J. KENNARD (a director) did not consider the result altogether unsatisfactory. The colliery was in as good a position as any other in the district. Mr. Alderman ALLEN said he had heard from the most scientific gentlemen that the coal of this colliery was as pure and good as could be supplied, and it was simply a question of finding buyers. He promised to use his influence in this respect.—The report was adopted.

MR. HEYWORTH, jun., was re-elected managing director. The usual courtesies concluded the proceedings.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending September 18 was 9877l. 6s.

[FROM NOTES BY OUR OWN REPORTER.]

The large volume of air is led on to a very important consideration affecting the whole system of laying out the works. If the different air courses are split off, and made quite separate one from another at the bottom of the intake, it will be nearly as good as working by several shafts, so far as the safety of the men in case of explosion is concerned. It is a grave matter for reflection that in the case of a mine, the explosion is not a mere accident, but a chemical process, which is the chemical result of the explosion. If the men could be rescued immediately after the blast, many would escape with their lives. The reason of the mischief is the tendency which the air has to rush by the nearest way to the upcast, and which constitutes the power by which mines are ventilated. The blast of an explosion destroys some, perhaps many, of the doors and stoppings, and thus the air is allowed to rush straight to the upcast, and the men are suffocated by the fumes. If by any means a course of fresh air could be preserved through a main line of the workings, this loss of life might be avoided to a great extent. Thus,

Original Correspondence.

THE AUSTRALIAN UNITED GOLD MINING COMPANY.

per three years, when they are to have a bonus of 20 per cent. The present capital of the company is 50,000*l.*, in 20,000 shares of 2*l.* 10*s.* each; and if the 6000 are taken up, then the company would stand with a capital of 65,000*l.* only, or less than half many gold companies with worse prospects. But only 1465 shares have at present been taken up, and the shareholders who have held back are urged by the directors to send in their applications by Sept. 21; and I would call their attention to the fact that presuming Mr. Kitto to be correct in his estimates of profits, and they are I understand confirmed by others, the present rate of profit (300*l.* per month) is at the rate of 3600*l.* a year, while to pay the 15 per cent. preferential dividend on the new capital will require little more than 2000*l.* a year. Those who take the shares, then, may calculate on a certain 5 per cent. with the prospect of 30 per cent. or more.

Sept. 16, _____ A SHAREHOLDER.

MINING IN SHROPSHIRE—PERKINS BEACH.

attended with you. A brief description of what I saw, my visit being made with the permission of the directors, and under the obliging conduct of the company's agent. Proceeding by the deep adit, we first came to the cross-cut which is being driven south to intersect the great spar vein, a parallel lode that found to be so productive in Snailbeach Mine. This cross-cut is driven about 77 fms., of which 47 fms. is the work of the present company. For some time the breast has been, and still continues, in very hard ground, but is now becoming interspersed with lime and spar, and presents many indications of a fair approach to the lode, where it is expected a most valuable deposit of ore will be discovered. The pump-sump is situate at the junction of the cross-cut with the adit level, and is down about 10 fms., being sunk at an angle of 47° on the pick of the ore on the lode. On going to the bottom of the sump I found the lode presenting a most favourable appearance, and widening with every stratum of depth: from the soft white spar, flint spar, and lime-spar, of which it chiefly consists, composed, indeed, of a highly fossiliferous limestone, and attracted to my presence, with hardly any labour. From this point we went to the winze on Walker's vein, also sunk from the cross-cut; here, as at the pump sump, the vein is of most excellent character, yielding ore in large quantities, and of like formation and of a similar matrix. As at both these places the vein

Being on the spot I walked over that portion of the Perkins Beach Mine recently sold to the East Tankerville Mine Company, and was much taken with its excellent position ; immediately adjoining Tankerville Mine, it thus lies between, and on the run of the lodes of, two productive and promising properties.

Sept. 29. WANDERER.

[For remainder of Original Correspondence see this day's Supplement.]

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

VIRTUOUS LADY.—Those who have no faith in the **Virtuous Lady** Mine would say visit to its dressing-floor. I saw large rocks of copper brought to surface, of more than 2 cwt. In a rock apart from the others, I should like to see this mine become the great prize that Mr. T. J. Barnard predicted, as I am convinced that at least his opinions were honest, and he richly deserves success. Capt. Horawill, a man of but few words, informed me that he was confident of a great prize in the south lode and caunter. I shall look out anxiously for the sampling, which I am told is to be at the end of this month, and a rich parcel.

WHEAT RUSSELL.—Although little has been known of this mine, either through agents' reports or brokers' puffing, Old Russell now speaks for itself, with the fine piles of ore ready for the market—120 tons, 68 tons of which is of more than the average quality. The mine is working at a profit, and is fully equipped with a steam engine, a pump, and a hoist, and is being worked in a very inexpensive way, without the aid of a team-engine, with plenty of water, and is extensively working the property, and cheap transit for goods, as the Tamar river flows through the sett, where materials can be brought to the mine, and the Tamar River Steamer Co. has chartered the *Wheat* for the mines. Mr. J. H. Russell, and thinks very highly of the property.

WHEEL ARTHUR.—The spirited proprietors of this mine have lately been erecting a 22-in. cylinder steam-engine, to which for the present 12 heads of stamps are attached, and which will, as soon as a second set in operation. Up to the present time they have been able to stamp only a limited quantity of stuff; but, with this new steam-power, it is said a large amount of tin is likely to be returned, and the proprietors handsomely rewarded. The manager, Captain Skewis, stated that he believed upwards of 20,000,000 of tin ground was already laid open; and his opinion was that whatever Wheel Arthur had given in dividends on copper ore to the former shareholders, a much larger amount would be realised by the present on tin, and that at an early period he looked forward to the mine being drained to its bottom, and depened to the bottom of the world. The manager was afterwards provided at the account-house, and a very comfortable abode after the manner of the district, and we are pleased to notice, the best wishes of the people of the district for their enterprising spirit.—P.

THE ABERDAUNT LEAD MINING COMPANY has received information from its agent that the communication between the workings of the company and those of the former adventurers having been completed, the ventilation of the mine may now be possible to cross cut through the Van der Meer deep adit, where it is believed to be at least 30 ft. wide, and the cross-cut in the upper adit has penetrated for 5 fms. through the same lode without reaching the north wall. Important discoveries of ore have been made, and the shareholders may be congratulated on the prospects of the mine.

FLORENCE AND TONKIN UNITED.—The copper lode has greatly improved during the last week, and vigorous efforts are being made for sampling in October. There is now no doubt of profits being speedily made from this lode alone, independent of the lead lode, which is an excellent one.

WEST ESKAIR LLE.—The operations are progressing with all speed. The water-wheel works well, and all the machinery is in good order. In the 57 fm. level we are driving to intersect the south lode, which we expect to do shortly, when, if it is as good as anticipated, there will be large reserves of ore ground off. The north lode has only been seen in the 10 fm. level, where it was traced off in a branch at a depth of 200 ft. from the surface. We are actively engaged preparing a parcel of ore for market.

gaged preparing a parcel of ore for market.

[ADVERTISEMENT.]

From Mr. EDWARD COOKE:—The amount of business doing is very limited, and until the termination of the present fine weather, which naturally prolongs the holiday season, no improvement is likely to take place. One of the most striking features of the week is the declaration of a dividend of 15s. per share by the directors of the VAN MINING COMPANY. This dividend, amounting to the large sum of 500*l.*, does not represent the whole of the profits for the past quarter, as some 500*l.* to 600*l.* may be added to represent that. The directors, it will be remembered, commenced by paying 5s. per share quarterly, and then 10s. The present dividend of 15s. will be, by-and-bye, increased upon, as the already large returns of lead are augmented. TANKERVILLE MINE, following in the wake of the celebrated Van Min's, is now returning a dividend of 10s. monthly, although the operations are very much retarded by inefficient machinery and want of water for dressing purposes. When these hindrances are obviated the returns of lead ore will, doubtless, be at the least 300 tons per month. According to the opinion of the best authorities, the Tankerville Mine will be a highly productive and profitable property during the existence of the present generation. Until the new engine is erected, and the engine-shaft down to the required depth, the shareholders will receive about 7½ per cent. on the current price of the shares. When the operations are completed to the 92 fms I firmly believe the profits will be equal to 20 per cent. per annum on the current price. The mine at no former period looked better than it does now, and continues to show signs of lasting stability. The West Chiverton was, like that of the Van Company, 5s. per share. The next will, I believe, be more like many other good mines. Tankerville has its detractors, not, however, from any knowledge of its real merits, but simply on the same principle as they endeavored to depreciate West Chiverton, Van, and other valuable properties. WEST TANKERVILLE report appears in the usual place in the Journal, and speaks for itself. The public will be long alive to the importance of this mine. EAST LOVELL has declined some 3s. to 4*l.* per share without, in my opinion, any just cause. The same old change of ground that came in a few fathoms above has made its appearance in the western end at the 80 fm. level. No doubt, however, will the same effect of the changing of the level of the bunch of ore which has been variously estimated at 800*l.* and 1000*l.* per annum. A mine that can raise 1 ton of tin per day at such moderate cost as East Lovell does, and pay 2*l.* per share quarterly, cannot but be cheap at 35*l.* per share.

CHALLENGE TO THE WORLD.—The *Bristol Daily Times and Mirror* Aug. 15th, has the following: Messrs. J. C. Swan and Co., of 16, Queen-square, in this city, have invented a pocket microscope, which is a marvel in all that respects an instrument of science. It has great power, remarkable definition, and does not require focussing. The cheapness of the article will make it exceedingly popular when its merits are more widely known. It is called the "Bristol Microscope," and is a great credit to the inventor, as much for its extreme simplicity as its power.—The *Western Daily Press* says: The Bristol Microscope has a magnifying power of 20,000 times, &c.—The *Western Daily Telegraph* says: The Bristol Microscope is the most compact and useful scientific instrument we have ever seen; it is powerful and simple, and is very easily managed. The price of the Bristol Microscope is only 2s., or free by post, with printed directions, for 28 stamps.—Address, J. C. Swan and Co., Opticians, 16, Queen-square, Bristol.

HOLLOWAY'S OINTMENT AND PILLS—UNFAILING RESTORATIVES.
—When climate, age, hardships have undermined the health, skin diseases are proved to arise and augment the skin weakness. Holloway's medicaments are the best and most successful remedies even under the most untoward circumstances. His well-known and highly-esteemed unguent possesses the finest and most tender virtues, which soothe and heal without inflaming or irritating the most tender skin or most sensitive sore. Holloway's ointment and pills are equally successful in curing bad legs, varicose veins, swelled ancles, and all the most distressing and dangerous diseases of the skin. They have long been famed for their power of soothing and curing all the most distressing and dangerous diseases of the skin, which frequently springs from neglected, putrid exercise.

WATSON BROTHERS' MINING CIRCULAR.

The great extension of mining business, the difficulty so often complained of by country shareholders in getting accurate and disinterested information as to the state of Cornish and foreign mines, and the smallness of the remuneration of mining companies, have induced Messrs. WATSON BROTHERS to make their Circular published in the *Mining Journal* more extensively known, and to state—

That they issue daily to clients and others who apply for it a price-list (as supplied, also, to most of the London daily papers), giving the closing prices of mining shares up to 4 o'clock.

They also buy and sell shares for immediate cash or for the usual fortnightly settlement in all mines dealt in on the Mining and Stock Exchanges, at the close market prices of the day, free of all charges for commission. They deal, also, on the same terms, in the public funds, railways, telegraphs, and all other securities dealt in upon the Stock Exchange.

Having agents in all the mining districts, they are constantly getting mines inspected for their own guidance, and will also obtain special reports of any particular mine for their clients, for the inspecting agent's fee of £2 2s.

On the arrival of the West India, Australian, and other mails special information will be forwarded to their clients interested in foreign mines, particularly Australian United, Chontales, Pacific, &c. &c.

Messrs. WATSON BROTHERS return their most sincere thanks for the great patronage bestowed and confidence reposed in their firm for nearly 30 years, and to assure their friends and clients it will be their earnest endeavour to merit a continuance of both.

Messrs. WATSON BROTHERS have made arrangements for continuing their weekly Circular, which has had a large circulation for many years, to the columns of the *Mining Journal*, their special reports and remarks upon mines and mining, and state of the share market, will in future appear in that paper. In the year 1845, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c. &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate, and Messrs. WATSON BROTHERS have always selected this plan. Perhaps no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present; and, from the lengthened experience of Messrs. WATSON BROTHERS, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS are daily asked their opinion of particular mines, as well as to recommend mines to investors and speculators, and they are glad to give their advice and recommendations to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts; but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

WATSON BROTHERS,

MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

WEST CHIVERTON—"Inquirer."—The original outlay for the purchase of this mine was 30,000l., and it was divided into 3000 shares, of 10l. each. The works were commenced by the present company in May, and the first dividend of 22½d. was paid on the 1st of January, 1869. The total amount of dividends paid to the present time has been 136,125l. In addition to this 55,000l. have been expended on machinery and plant, also on the profits of the mine, making them altogether about 200,000l. in seven years.

WEST PRINCE OF WALES.—The Prince of Wales lode is expected to be met with in the cross-cut from the bottom of the shaft in October.

SATURDAY.—The chief demand to-day is for Great Retallack, Providence, Marke Valley, New Lovell, and West Frances shares; East Lovell shares falling. Great Retallack, 15s. to 25s.; Providence, 3s. to 40s.; Marke Valley, 6s. to 7s.; New Lovell, 2s. to 2½s.; West Frances, 27s. to 30s.; Great Laxey, 18s. to 19s.; Great Vor, 6s. to 7s.; Yarrow, 2s. to 2½s.; Parys Mountain, 2s. to 4s.; Prince of Wales, 13s. to 15s.; West Chiverton, 3s. to 4s.; Don Pedro, 2s. to 3s.; Taquaril, 3s. to 3½s.; Australian United, 1½s. to 1½s.; Yudanamutana, 1½s. to 1½s.

MONDAY.—Market active for Tankerville, Great Retallack, Taquaril, Providence, Don Pedro, Cook's Kitchen, New Lovell, Kitty (St. Agnes), and Seton shares, at an advance; East Lovell shares are also firmer. Tankerville, 15s. to 15½s.; Great Retallack, 22s. to 25s.; Providence, 3s. to 3½s.; Marke Valley, 6s. to 7s.; New Lovell, 2s. to 2½s.; West Frances, 27s. to 30s.; Great Laxey, 18s. to 19s.; Great Vor, 6s. to 7s.; Yarrow, 2s. to 2½s.; Parys Mountain, 2s. to 4s.; Prince of Wales, 13s. to 15s.; West Chiverton, 3s. to 4s.; Don Pedro, 2s. to 3s.; Taquaril, 3s. to 3½s.; Australian United, 1½s. to 1½s.; Yudanamutana, 1½s. to 1½s.

TUESDAY.—Market very dull. East Lovell, Taquaril, Great Vor, and Australian United shares flatter. East Lovell, 32s. to 33½s.; Taquaril, 34s. to 36s.; Great Vor, 6s. to 6½s.; Australian United, 1½s. to 1½s.; West Chiverton, 3s. to 3½s.; Great Retallack, 20s. to 25s.; Parys Mountain, 2s. to 4s.; Tankerville, 15s. to 15½s.; Seton, 47s. to 50s.; West Frances, 27s. to 30s.; Don Pedro, 2s. to 3s.; Kitty (St. Agnes), 6s. to 7s.; Great Laxey, 18s. to 19s.; Great Vor, 6s. to 7s.; Yarrow, 2s. to 2½s.; Parys Mountain, 2s. to 4s.; Prince of Wales, 13s. to 15s.; West Chiverton, 3s. to 4s.; Don Pedro, 2s. to 3s.; Taquaril, 3s. to 3½s.; Australian United, 1½s. to 1½s.

WEDNESDAY.—Market moderately active for Great Retallack, Providence, Cook's Kitchen, and Don Pedro shares. Great Vor shares receded to 6s. sellers. East Lovell to 31s. and South Condorow to 24s. Great Retallack, 20s. to 25s.; Providence, 3s. to 3½s.; Cook's Kitchen, 18s. to 19s.; Don Pedro, 2s. to 3s.; Great Vor, 6s. to 7s.; East Lovell, 30s. to 31s.; South Condorow, 2s. to 2½s.; Tankerville, 14s. to 15s.; West Chiverton, 3s. to 4s.; Seton, 45s. to 47s.; Great Laxey, 18s. to 19s.; Taquaril, 34s. to 36s.

THURSDAY.—The market is again moderately active for Great Retallack, Providence, Tankerville, Taquaril, and West Chiverton. East Lovell is 29s. lower, and Great Laxey receded to 17½s. sellers. Great Retallack, 22s. to 25s.; Providence, 3s. to 4s.; Tankerville, 14s. to 15s.; Taquaril, 34s. to 36s.; West Chiverton, 3s. to 4s.; East Lovell, 29s. to 30s.; Great Laxey, 17½s. to 18s.; Parys Mountain, 2s. to 4s.; Van Consoles, 2s. to 2½s.; Grenville, 2s. to 3s.; Seton, 44s. to 46s.; Marke Valley, 6s. to 7s.; Great Wheal Vor, 5s. to 6s.; Don Pedro, 3s. to 3½s.; Australian United, 1½s. to 1½s.

FRIDAY.—Market very quiet. East Lovell opened 30s. sellers, advanced to 31s. buyers, and leave off 30½s. West Chiverton firmer, at 33s. to 34s. Parys Mountain, 3s. to 4s.; Providence, 3s. to 3½s.; West Frances, 27s. to 30s.; Great Retallack, 20s. to 25s.; East Grenville, 2s. to 2½s.; Grenville, 2s. to 3s.; Great Laxey, 17s. to 17½s.; Chiverton Valley, 2s. to 2½s.; Don Pedro, 3s. to 3½s.; Taquaril, 3s. to 3½s.; Frountino, 12s. to 12s.

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—H. Francis, Sept. 22: In the cross-cut, north from No. 2 adit level east, we have good stones of lead ore, and although this cross-cut has been driven upwards of 5 fathoms through the lode, there is every appearance of a deal more lode below. Since my last report, 2 adits east have been driven in from the back of deep adit level; we are now engaged timbering these old stopes to the present bottom of No. 2 adit east. The stopes in back and sides of deep adit level are not looking so well as last reported, but we must anticipate such changes in a lode of such a character and magnitude as this. Since the communication of the No. 2 adit with old stopes from back of deep adit level, the air has so much improved that we shall now be enabled to carry on any further operations in the deep adit level that may be considered advisable. Our dressing operations are proceeding steadily, yet the last few days have been so dry and hot that I fear we must expect a little less work.

BALLACORRISH.—Capt. Trewen, Sept. 17: In the end driving east towards King's lode at the adit level, the ground is letting out more water than formerly. In the end, driving north at the same level, we are still in greenstone, and an increased quantity of water is coming from the lode. The end, driving east on the Dowk vein in the 12 ft. level, is in a mineralised channel of ground favourable for the production of lead ore. The men are making good progress in driving. I hope to reach the new lode about the end of this month. In the cross-cut driving west to intersect the old lode in the 36 ft. level, the ground will continue rather hard. We have sent out our lead ore, weight (say) 33½ tons. The tributers are working regularly, and are breaking good work for lead and blende. We are at present busily engaged dressing up the tributers' ores for the last month.

BEDFORD CONSOLS.—J. Mitchell, Sept. 21: The ground in the cross-cut is looking much better to day; I hope it will continue to improve until the lode is met with, when I shall be pleased to inform you of a good course of ore being cut.

BEDFORD UNITED.—J. Phillips, Sept. 22: The shaft and the 103 east will be resumed next week. We are driving by the side of the lode in the 103 west. The lode in the 90 west is 4½ feet wide, and still worth 5 tons of ore per fathom. We are driving by the side of the lode in the 90 and 75 ft. levels east. The lode in the different stopes are yielding about the same quantity of ore as for some time past.

BLAEN CAELAN.—J. Evans, Sept. 21: The cross-cut south from the 10, below adit, is now extended nearly 4 fathoms in favourable ground to cut the south lode under the point of our large deposit of lead ore in the level east of adit; the little steam-engine does the work of pumping and drawing to adit with the greatest ease. In the level east of adit the forebrest is extended in the soft part of the lode, and the men are making rapid progress. The cross-cut north from this level is in about 9 fms. without change of ground. In the main adit the ground is rather easier for breaking, and the end is again letting out more water. The vessel with the 16-in. cylinder steam-engine and boiler from Perran Foundry came into Aberystwyth port on Saturday last; we are now unloading her, and we have safely delivered the first draft on the mine. I expect to get all up next week, but the roads are bad from Talbont to the mine for such heavy castings, &c.

BLUE HILLS.—S. Bennetts, A. Grippe, Sept. 17: The rising of the engine-shaft above the 66, and the enlarging of the winze below that level, progress favourably. A small proportion of tin is seen in the lode between the 66, west of Letcher's, is producing a small quantity of tin-stuff. The same level east is more or less tiny all over the end, and worth about 16l. per fathom; this end looks very promising. The 13 cross-cut, north from the east end at Polyear shaft, is now 3½ fms. from the lode, and about midway of the lode. The stopes above this level continue worth 12l. per fathom. In Claridge's shaft, below the adit, water to the extent of some 20 to 30 fathoms has made its appearance.

BROXFLOYD.—T. Kemp, Sept. 21: No. 3 Shaft, North Lode: Since last report we have commenced to cross-cut the lode south from the 34, west of shaft, and so far as we have cut into it the lode is composed of blue slate, intermixed with ribs of hard spar, strongly spotted with lead ore. I am daily expecting to get through this hard ground, when we may expect a great improvement in the lode. The part of the lode opened by the 73 west is improving, and is at times producing good stones of lead ore. The stopes under the 62, to the west of winze,

is worth 3 tons of ore per cubic fathom. The stopes over the back of the 62, to the west of winze, is not looking quite so well, and is now worth 1 ton of lead ore per cubic fathom. The stopes to the east of ditto is about the same, worth 1 ton of lead ore per cubic fathom. The tribute pitch in the back of the 52 is producing about 15 cwt. of lead ore per cubic fathom. The ground in the 40, west of the lode, has greatly altered within the last two days, and I am inclined to think we shall soon cut the south lode. The shaftmen out of No. 1 shaft are engaged in fixing a new 6½-in. plunger-lift in the No. 2 shaft, and as soon as this work is completed we shall resume the sinking of the former. We are again actively employed drawing ore-stuff, &c., and shall get on with our sampling with all possible energy.

BUDNICK CONSOLS.—J. Rawlings, R. Hill, Sept. 22: The tributers are still increasing, and we hope to get more shortly. At present we are in a fair way of getting on. This mine has been one of the richest tin mines in Cornwall, and we have every reason to believe it is so still, if the mine were drained. For upwards of 20 years' working the average price of tin was not more than 50l. per ton, and at present our tin will average 74l. and upwards.

CAEGYRON.—North Lode: In the 50 cross-cut we are through the lode, and to-day I have put the men to drive west. The lode appears to be split up. The end is letting out water, and I expect an improvement shortly. The stopes in back of 60 is worth 15 cwt. of lead ore per fathom, and a little blende. At the engine-shaft we have finished cutting ground for tanks, &c., have put in the pen house, and have lowered the shaft as low as the bottom of the fork, which is about 6 ft. below the 50; we shall sink clister and go on with the sinking. In the 40 cross-cut north we have met with some part of the lode, which is spotted with lead ore, but not enough to value. In the 30, east of shaft, the lode is producing a little blende, and I have suspended this level for the present and put the men to rise and stop the back of the level, where they are breaking some blende of good quality. The stopes below the 30, west of shaft, is poor, and without an improvement I shall stop it. It will scarcely pay for working. We have cleared up the old workings in the wood, and the lode in the bottom is producing a little lead ore and blende, but not enough to pay for working. I shall remove these men to drive the adit cross-cut north.—South Lode: The 50 cross-cut is through the lode and suspended; we have had nice stones of blende and a little lead ore, and to-day I have put the men to drive west on the lode; set at 30s. per fathom. Nothing new in the rise above the 20, or in the winze below the adit; we expect to hole soon. We have commenced dressing blende, and hope to sample from 30 to 40 tons about the middle of next month.

CAPARATHA.—E. Williams, Sept. 20: We are now certainly within reach of the 30 Escargol lode, which is 3 fms. I believe, and we are constantly cutting out pieces of lead as we drive towards the main lode. The cross-cutting of the Escargol lode out of the long adit is in a very strong, munde, full of ore, and by all appearances will make a very large mass of ore, near to a large cross-cut, never before tried.

CAPE CORNWALL.—R. Pryor, John Davey, Sept. 20: No change has taken place in this mine since we wrote you the report for the meeting.

CARGAN BAY CONSOLS.—Charles Williams, Sept. 22: Penarth: The lode in the 10, east of engine-shaft, is 4 ft. wide, of a most promising character, containing good braches of lead ore, worth from 15 cwt. to 1 ton per fathom. I believe that this end is now entering into a good deposit of ore. The lode in the 10, west of ditto, is 5 ft. wide, consisting of spar, blende, munde, and strong braches of rich silver-lead ore, and from its appearance, we may fully calculate upon having a rich mine in this direction.—Brynarlan Old Adit: The cross-cut north from this level is progressing favourably towards the lead lode. The ground in the end is composed of strong killas, impregnated with spar, munde, and blende, highly mineralised. We shall be able to go on with regularity with drawing the ore-stuff already broken, and resume working upon a rich and profitable lode, worth 30l. per fathom. The dressing-floors will be completed in nine days' time. All our machinery is in good repair, and working satisfactorily.

CHIVERTON.—G. E. Tremayne, J. Borlase, Sept. 21: We are pushing on the different points of operation with all speed. There is no material change throughout the mine since last report.

CHIVERTON MOOR.—G. E. Tremayne, Wm. Bennetts, Sept. 20: No change to notice in any part of the mine since our report of last week, with the exception of the 85 ft. level end, west at this point, the lode is improved, and now worth 2 tons of lead ore per fathom. We will send a full report next week.

CHIVERTON MOOR.—G. E. Tremayne, Sept. 22: We purpose sampling on Oct. 4 about 80 tons. We have not as yet anything new in the 93 fathom level. The 85 still continues to look well, and the general prospects of the mine improved. We have commenced driving east at the trial shaft. In the 20, the lode at this point is 10 in. wide, composed of spar, munde, and blende. In the 40, north of Ward's, the lode in the eastern end is 12 in. wide, composed of friable quartz, munde, and a little lead ore. In the 55 east the lode or branch we are at present driving on is small.

CHIVERTON VALLEY.—J. Juleff, J. Trevillion, Sept. 22: Retallack's shaftmen are making good progress in sinking below the 85. In the 85, east of cross-cut, we have a very promising-looking lode. Tregoning's engine-shaft is now 59 fms. from surface, and sinking in a splendid channel of ground. The stopes, we are glad to say, are looking very much better. The new engine is working well, and the lode is looking better.

CRENBER AND WHEAL ABRAHAM UNITED.—Wm. Kitto, Wm. Thomas, Wm. Paul, Sept. 20: Sturt's engine-shaft: The summen have taken a bargain to sink 7 ft. in bottom of the perpendicular shaft, and to cut ground for the stuffing-box and pole-case, send down two pieces of main rods, and fix the plunger in the 190, as per bargain, which will take a fortnight to accomplish.—Pelly's Engine-Shaft: The summen are preparing to fix the bucket-lift in the clister in the 190, which we hope to do this week. Blewitt's shaft is cleared and secured, and the skip-road completed to the 180, for drawing purposes. We are now clearing the engine-shaft, in order to work the tin ground at this point. There is no particular change to report in our tinwork operations. It being our setting on Saturday next, we will send you a full report next week. We have sampled to-day 298 tons of copper ore.

DOLWEN.—J. Davis, Sept. 21: In the main adit going east the lode is strong and regular, and is producing good stones of lead ore; the end of this level is now only about 4 fathoms behind or west of the point where the shaft will be driven, and of this shaft there is about 5 fathoms to sink to be as deep as the level; the lode in the west of shaft, having dipped regularly through the sinking on its underlie.

EAST CARR BREA.—J. Rodda, Sept. 22: We are making good progress in the 90, east and west. The lode has not been taken down in the different bargains during the past week, therefore there is no change to report. The ore to be sampled next week is computed at 80 tons, which will be of tolerably good quality.

EAST PLYNIMMON.—J. Paul, Sept. 22: The deep adit cross-cut north (near Plynimmon Mine) is still going on favourably, by six men, but the lode has not yet been intersected. The ground is looking better, and the lode is now small, and without munde or lead. The engine-shaft is being sunk below the adit level, by nine men, but progress is slow; the lode is very wet, and being full of munde, with small vugs, &c., renders sinking exceedingly troublesome for the present.

EAST PROVIDENCE.—J. Nancarrow, W. White, Sept. 16: The ground in the 134 north is favourable for driving, and the lode looks promising. The lode in the 134 south is large, and has a very good appearance, the ground in this end is under an underlie. The 122 south has improved; the lode presents a very encouraging appearance, and is worth 30l. per fathom. The 122 north also looks better, and yields tin to save. There is no alteration in any other place.

EAST SETON.—J. Vivian and Son, H. Arthur, Sept. 22: In sinking the flat-rod shaft, under the 34, we have a large kindly lode. We shall be prepared to sink Bassett's engine-shaft under the 34 ft. level, in about one week hence. The 34 west of Cartwright's shaft, is near the cross-course, the lode in which is large and ore. The stopes in the bottom of the 34, west of shaft, produces 3 tons of copper ore per fathom. The tribute pitch in back of the 27 produces 4½ tons of copper ore per fathom. The ground in the 130, east of shaft, is looking better, and the lode is now small, and without munde or lead. The engine-shaft is being sunk below the adit level, by nine men, but progress is slow; the lode is very wet, and being full of munde, with small vugs, &c., renders sinking exceedingly troublesome for the present.

EAST WHEAL BASSET.—John Lean, Sept. 21: The south lode, in the 140 west, is 2 feet wide, and worth for tin 3l. per fathom; the ground is wet and troublesome. In the winze sinking below the 130, on the south lode, and behind the 140 end, only a part of the lode is being carried, producing saving work for copper and tin. The middle lode, in the 140, driving east, is 3 ft. wide. On the footwall is a branch 6 in. wide, producing saving work for copper ore; this end is some 30 fms. behind the ore ground in the 130. The middle lode, in the 130 east, is 13 in. wide, and produces 30 tons of copper ore; the end converges towards the north lode. A stopes in the back of this level is worth 8l. per fathom for copper ore, and towards the western part of it it is producing saving work for tin. In the 130 cross-cut north, towards the tin lode, the ground is slightly easier for driving. In the winze sinking below the adit, on the engine lode, down about 4 fathoms, the lode is 2 feet wide, composed of munde, chlorite, and prisan—a very kindly lode.

EAST WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, Sept. 21: The ground in the 130 ft. level cross-cut continues very favourable, but we have not yet met with any lode. Both the ground and the lode in the 95 east are changing; this is a favourable feature, as it approaches the perpendicular of the point where we met with the ore in the 75. In the 75 east we had a hard bar of ground, which contracted the lode; as this is of frequent occurrence we attach little or no importance to it; the lode is now worth 2½ tons of ore per fathom, and we are pleased to say that we have again white and soft granite on the south side, with the lode opening, so that we believe a better lode will shortly be the result. The lode in the back or rise 1½ fully 5 tons of copper ore per fathom. The stopes further west is worth 1½ to 2 tons, with good tin. In the 55 east the lode is 30 in. to 2 ft. wide, producing nearly 1 ton of copper ore per fathom, with some good tin; altogether we have a good opinion of this lode becoming more productive. The lode in the winze sinking below the 55 is worth for the length (10 ft.) 7 tons of ore per fathom. This winze is sunk very nearly 6 fms., with a good lode standing at either end. There is no alteration to notice in the 45 end, the lode being split into branches.

EAST WHEAL LOVELL.—R. Quentall, Sept. 21: We have a splendid lode in the eastern end of the skip-shaft, sinking below the 30, and as the tin seems to be extending in that direction we shall follow it there for the time. In the western end a slide has come in, which we had a few fathoms above in sinking the rich winze from the 70 to the 80, and under which the tin ground was more valuable than above it. About 8 fms. east of the present skip-shaft is standing the rich course of tin, which has been valued by various agents from 800l. to 1000l. per fathom. The south lode and western part of the mine are just the same as last reported. We are still in a position to return 1 ton of tin per day if we had water.

EXCELSIOR.—G. Rickard, Sept. 21: There is no change of importance to report in the underground operations since my advice last week.

FLORENCE AND TONKIN.—W. Verren, Sept. 22: In the 45 ft. level, west of Baw's shaft, the ground is still disordered by the cross-course so recently intersected, but as we get further away from its influence no doubt the lode will improve. We are pushing on the 45 ft. level west with all dispatch, and hope to cut the lead lode within a month of this date, and may reasonably anticipate at this depth a great improvement upon the upper levels on the same lode. In the back of this level, east of shaft, the tributers are breaking some good ore, and the ore part of their pitch is the south branch, which as they rise is still falling back south, which makes it appear probable that it is a distinct lode, with no tin in it, which, if it is, is an important feature in the mine. In this part of the mine, in the 35 ft. level south, on the lead lode, the men are breaking good stones of lead and sulphurous munde intermixed, with every promise of a paying lode as we get further south, and at a greater distance from the copper lode. In this level west the lode is from 3 to 4 ft. wide, containing munde and stones of ore, and is likely soon to be equally productive with the

winze coming down from the deep adit level, about 10 fms. In advance of the end, where for the last 2 fms. sinking the lode has produced 3 tons of copper ore per fathom; this winze, when communicated with the level below, will lay open a long run of productive ground, as well as thoroughly ventilate this part of the mine, and the lode can be stopped away at the discretion of the adventurers. We have commenced dressing and hope soon to get a parcel of ore ready for the market, and as the mine is developed there can be no reasonable doubt of regular samplings and increased quantities.

FRANK MILLS.—J. Cornish, P. Cornish, N. Addams, Sept. 21: The lode in the 145 south is without any perceptible change, and the ground at each side has undergone no alteration. In the 130 north we have a branch of blende, but no lead ore to value. In the 100 south rise the west part of the lode now being level, driving north, is producing a small quantity of lead ore, but the ground appears to be coming better for progress, and more congenial for lead. The winze sinking in bottom of this level is still hard and unproductive to value. The ground in the 84 cross-cut, west from the south level, going in over the 101 rise, has become rather harder, and letting out water. The lode in the 72 ft. level north rise, on the west part of the lode, from Taylor's cross-cut, has produced a little saving work since our last report, but the men are now removed to open out ground more expeditiously on the west part of the lode cut in the south end ¾ ton of lead ore per fm.; in the north end it is not so good at present, only producing saving work, but we are daily expecting an improvement, from its very favourable appearance. The stopes throughout the mine, on the whole, are not quite so good at present as for some time past, but the tribute department is much the same. Our dressing continues to go on very unsatisfactorily, from want of water.

GAWTON COPPER.—G. Rowe, G. Rowe, Jun., Sept. 10: At the 95, east of King's engine-shaft, we are cross-cutting through the capels of the lode, for the purpose of ascertaining its character and value, which is at present hard and slow of progress. The drivings of the 95 west is on the north side of the lode, for the purpose of facilitating our progress in getting under the winze, partly sunk below the 82 west. The lode in the 82 east is looking kindly, yielding 1½ tons of copper ore per fathom. The lode in the winze sinking below the 82 is showing a very kindly appearance, yielding 6 tons of ore per fathom. The lode in the 70 east is without change. The lode in Nichol's stopes, working below the 70, is worth 5 tons of ore per fathom. Simon's stopes, in bottom of the same level, east of winze, is worth 6 tons of ore per fathom. The lode in the winze sinking below the 70 east is worth 3 tons of ore per fathom. All other points of operation are progressing very satisfactorily.

G. Rowe, G. Rowe, Jun., Sept. 17: In cutting through the capels of the lode at the 95, east of King's engine-shaft, we find the ground spare for progress, being principally composed of capels intermixed with spar, munde, and copper ore. The 95 west is sufficiently extended on the north side of the lode to come under the winze sunk below the 82, where we shall commence to put up a rise to communicate there with all possible speed. The lode in the 82, east of said shaft, is worth 4 tons of ore per fathom. The lode in the winze sinking below the 82 level is worth 5 tons of ore per fathom. The 70 east is yielding occasional stones of ore. The lode in the winze sinking below the level is worth 3 tons of ore per fathom. Nichol's stopes, in bottom of the 70, is worth 4 tons of ore per fathom. Simon's stopes, in bottom of the same level, east of Cradick's winze, is worth 7 tons of ore per fathom. All other points of operations are without change.

GLASGOW CARADON.—W. Taylor, Sept. 20: Harvey's Lode: The 78, east of western cross-course, is worth 7l. per fathom; we have just met a small cross-course here, which has rather altered the level. The 35 west is worth 10l. per fathom; the ground is very easy. The 35 east is worth 8l. per fm. The stopes on this lode are worth 15l. per fathom.—New South Lode: The 78 west is worth about 5l. per fathom. No change to notice in sinking on the counter lode below the 78. We are putting on the pumping gear as fast as possible. The tribute pitches, on the whole, have a little improved.

GORSIEDD AND CELYN LEVEL.—Sept. 20: It affords me much pleasure to be able to inform you that all our operations have been carried on in a satisfactory and expeditious manner.—Costia Gelynew Shaft: We are now fairly in the adit, but a good deal of gear has been washed down into the level from the eyes of the pit towards the outlet; this stuff extends 50 yards down to level, along the top of which I could crawl. I have set the clearing of this stuff to the six men who worked in the shaft, at 7s. per yard, or 17l. 10s. for the entire job.—Costia Eithen Walking Shaft: We are down 7½ yards with this, and have come to the heading side of the lode at that depth. The further re-opening of this shaft I have set for 6s. per yard, but expect we have only a few yards more to complete before we reach the opening seen from the 80 yard level, upwards of 50 yards.—Costia Eithen Shaft: Of course we have done nothing of the bottom till we let off the water from Costia Gelynew, viz. adit, but the two tributary pitches will make wages, the company paying them 6l. per ton for ore. In the quarry the men are also doing well, and have about 7 tons of lead ore.—Worm Shaft: The lode here continues hard, as expected, and will do so until it cuts a north and south lode. We drove the level last month 4 yards; re-set to four men, at 6s. per yard.

GREAT RETALLACK.—G. R. Odgers, J. Harris, Sept. 22: The lode in the engine-shaft, sinking below the 55, is 3 feet wide, and contains quartz, with occasional stones of lead. The lode in the 60 south is 2½ feet wide, of the same character as the lode in the shaft. The lode in the stopes above the 60 is producing about the same quantity of lead as for some time—7 cwt. per fm. We have driven the adit or 8 feet in the elvan, which we are not yet through; the rock looks very favourable for being near metalliferous ore.

GREAT ROCK.—Capt. Kemp, Sept. 21: The engine-shaft is being pushed down as fast as possible, and the lode becomes more promising every foot we go down, to complete before we reach the opening seen from the 80 yard level, upwards of 50 yards.—Costia Eithen Shaft: Of course we have done nothing of the bottom till we let off the water from Costia Gelynew, viz. adit, but the two tributary pitches will make wages, the company paying them 6l. per ton for ore. In the quarry the men are also doing well, and have about 7 tons of lead ore.—Worm Shaft: The lode here continues hard, as expected, and will do so until it cuts a north and south lode. We drove the level last month 4 yards; re-set to four men, at 6s. per yard.

GREAT ROYALTON.—T. Parkyn, Sept. 21: We are driving east on King's lode, carrying about 6 fms. of the lode, and I have also a pair of men cutting through the lode; I am pleased to say that we have good work for tin, worth 3 cwt. of tin to 100 sacks of 10 tons in weight of lode stuff, which will pay, and leave good profit. I am pushing on all and everything as fast as possible, and the lode will soon be in full operation, stamping, &c. I am pleased to say your prospects are very good.

GWYDYR PARK CONSOLS.—Wm. Smyth, Sept. 20: Gwyn Liffon, Sutton's Shaft: No change in the bottom of the 5 since last reported on. In the eastern end of this shaft the lode is improved, now worth 8 cwt. of lead ore per fathom.—Johnnie's Shaft: There is no particular change in the value of lead ore here since last week; this shaft is completed to the new adit level, and the men have commenced stoping to the west of it.—Vuchelas Hanging Point: There we have commenced stoping with a view to intersect the south part of Harker's lode, we have met some cross-branches of spar with strong spots of lead ore. We have made a road from Johnnie's shaft to the crusher to get down the lead ore.

HAMMETT.—P. Temby, Sept. 22: No change to notice since last week.

HINGTON DOWN CONSOLS.—James Richards, Sept. 22: In the stopes in bottom of the 140 west, and west of the sunp-winze, the lode is still worth 5l. per fathom. In the 130 east the lode is 5 ft. wide, worth 8l. per fathom. In the 1

SILVER MINES OF COLORADO.—A new silver region has been discovered 15 miles north-west of Central City, on the western boundary of Boulder county, and 40 miles from Denver. About 30 ledges have been struck, and six or eight uncovered, showing true fissure silver veins, bearing pay rock crevices from 2 to 5 feet in width. It is supposed that this is one of the richest silver regions yet discovered on the American continent.—*Central City Register.*

With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Tudhoe Iron and Steel Works; Official Report of Gold Mining in Nova Scotia (J. Kelly); Smelting Works in the United States; Copper Mining on Lake Superior; A Glance at Colorado (C. S. Richardson); Gold Mining in Grass Valley and Vicinity (T. Faulk); Metals and their Ores, No. XII. (E. Gledhill); Prussian Patents, and English Trade; Joint Meetings of Engineers and Shipbuilders at Glasgow, No. III.; Rapid Boring (H. U. McKie); Scientific Tour in Wales and Cornwall; Science in Mining (C. Thomas); The Queen Mine (W. Knott); Tarras Tin Mines; Relative Market Value of Progressive Mines (W. Marlborough); Mining Prospects in Victoria (L. A. Powell); Yudanamutana Copper Mining Company of South Australia—Improvements in Separating Silver from Ores (F. Claudet)—Foreign Mining and Metallurgy—Bourne's Patent Spherical Governor (illustrated), &c.

IMPORTANT TO FRENCH PATENTEES.—Considering the circumstances of force majeure which, since Aug. 25, prevented French patentees from making their annual payments to the Treasury in due time, the present French Government has decreed that patentees who since Aug. 25 could not make such payments within the legal term shall not forfeit their rights, provided they make such payments within a certain time, to be fixed subsequently.

THE WIRE TRAMWAY.—During the last few months the exhibition line erected on the Brighton Downs, for showing the practical working of Mr. C. Hodgson's system of wire-rope transport, has been frequently mentioned in the *Mining Journal*; and as a line of five miles permits of as good an opinion being formed as could be formed from one of any length that could be required in practice, it is very desirable that the opportunity should be taken of examining it by those intending to adopt this means of transport. The line, as will be seen from the advertisement in another column, will be worked for the last times on Friday and Saturday, after which it will be shipped and erected for actual use. It appears that many orders, both for England and for exportation, are being received; and as the cost, including rolling-stock and steam-power, is stated to range from 300l. per mile, there are, doubtless, many mines at which it would prove of material commercial advantage.

VAN.—A dividend of 9000l. (15s. per share) has just been declared, which is an increase of 3000l. as compared with the dividend of the previous quarter. The bottom level is opening up a richer course of ore than has ever before been seen in this country.

EAST LOVELL.—One of the most encouraging reports yet received from the manager appears in another column. The lode in the eastern end of the skip-shaft, sinking below the 80, is described as splendid. In the western end a slide has come in similar to that which appeared a few fathoms above, and under which the tin ground was more valuable. The manager states that about 8 fathoms east of the present skip-shaft is standing the rich course of tin which has been valued by various agents from 800l. to 1000l. per fathom. The south lode and western part of the mine are just the same as last reported. The mine is stated to be still in a position to return 1 ton of tin per day if there were sufficient water.

ROCHE CONSOLS.—During the week cheering news has been received from the mine. The agent reports that they "have now five rich lodes, besides thousands of tons of tinstuff on the surface, which he can put into the stamps at 6d. per ton, worth from 5s. to 6s. per ton." Capt. Parkyn informs the shareholders that when the stamps go to work he expects the mine will be a great success.

MID-WALES.—Another sampling, of 20 tons of lead and 20 tons of blende, has been made; and a larger quantity would have been sold had there been sufficient water to dress the ore broken. Now that this mine has been brought into its present favourable position it is to be regretted that the shareholders do not more actively co-operate with the directors in their efforts to insure successful results.

YUBA.—The most favourable advices have been received from Dr. Bishop. He states that the description given of the mine, and its development, were quite correctly stated by Mr. Mattingley and by the well-known Captain Nancarrow (now of Battle Mountain). Both Mr. Slater, the best local mining engineer, and Capt. Nancarrow are most favourably impressed with the character of the lode, and state that it bids fair to rival the famed Atlanta, with which it is in near proximity. Dr. Bishop says that the price asked for the property has no relation whatever to its value—the quartz and ore present all the physical characteristics of the Atlanta. The reserves in the latter mine are calculated to represent \$3,000,000, or \$1875 per foot, while the price of the Stanley is only \$47 per foot. The result of the estimated value of the Atlanta has raised the estimated value of the Stanley largely. An average assay of ore taken from the dump at the shaft gave \$160 per ton, and a practical mill test is about to be made. Dr. Bishop is the more confirmed in his favourable opinion of the mine by the fact that the Stanley, like the Atlanta, will be a silver mine—which is so much more to be depended upon—and presents all the decided characteristics of a true fissure vein, with good casing walls. The best indications in these silver mines is the occurrence of ruby silver, and the shaft sunk on the Stanley, immediately between the upper and lower tunnels, has developed this character of ore. Dr. Bishop concludes by stating that he believes in twelve months' time the Stanley will realise eight to ten times the amount now asked for it, and that he would not take 50 per cent. premium on the shares he holds in the company. The cost required by Dr. Bishop to secure the property has been forwarded, of which he has been advised by telegram.

COAL MARKET.—The fresh arrivals this week only number 77 ships. House coals have been in demand, and prices generally quote 3d. to 6d. dearer. Hartley's steady, at last quotations. Hetton Wallsend, 19s.; Lambton Wallsend, 18s. 6d.; East Hartlepool Wallsend, 18s. 6d.; Hartlepool Wallsend, 18s.; Kellie Wallsend, 17s.; Eden Main, 16s. 6d. Unsold, one cargo; 30 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, Liverpool, we learn that the quantity of coal exported in August was 1,073,287 tons, against 999,119 tons in the corresponding month of 1869, showing an increase of 74,168 tons. The particulars are—From the Northern Ports, 521,661 tons; Yorkshire, 65,436 tons; London, 3986 tons; Liverpool, 46,631 tons; Severn Ports, 358,502 tons; and Scotch Ports, 77,071 tons. The increase was—Northern Ports, 45,742 tons; Yorkshire, 18,015 tons; London, 67 tons; Severn Ports, 44,041 tons. The decrease—Liverpool, 18,382 tons; Scotch Ports, 15,315 tons. Total, January to August, 7,151,406 tons, against 6,392,129 tons in corresponding month last year.

OPEN STOCK EXCHANGE.—Quotations of the Sale on Sept. 20:—Anglo-Argentine Company (Lim.), 15s. per ct. Preference, 8s. paid, 3s. to 3s. 6d. Australian United Gold Mining Company (Limited), fully paid, 23s. Elopsee Gold Mining Company (Limited), 15s. paid, 12s. 6d. General Brazilian Mining Company (Lim.), 17s. each, 16s. pd., 14s. 6d. to 14s. 9d. New Zealand Quartz Crushing and Gold Company (Lim.), fully paid, 2s. 6d. Scottish Australian Mining Company (Limited), fully paid, 18s. Taguairil Gold Mining Company (Limited), 18s. paid, 35s. 9d. The following are the quotations of the Sale yesterday:—Brasagosa Gold Mining Company (Limited), 10s. paid, 4s. 7d. Don Pedro North del Rey Gold Mining Company (Limited), 14s. paid, 8l. Drake Walls Mine (Cost-book), all calls paid, 24s. Elopsee Gold Mining Company (Limited), 17s. each, 15s. paid, 14s. 6d. General Brazilian Mining Company (Limited), 16s. paid, 14s. 6d. Great Royalton Mine (Cost-book), all calls paid, 10s. Lovell Consols Tin Mine (Cost-book), all calls paid, 10s. per share. Sweetland Creek Gold Mining Company (Limited), fully paid, 2l. 13s. 6d. Taguairil Gold Mining Company (Limited), 13s. paid, 34s. 3d. to 34s. 6d. Yudanamutana Copper Mine of South Australia (Limited), fully paid, 21s. 6d.

CORNISH MINE SHARE MARKET.—On the whole, the market has not been quite so firm this week as it was at the time our last report was written, owing, no doubt, to the less pacific tone of foreign affairs apparent within the last few days. A fair amount of business has, however, been transacted, especially in dividend tin mines; but in the more speculative concerns there has been a lessened demand, and, consequently, easier rates.

WEST HERODSFOT has been taken up by the principal proprietors of West Chiverton and Herodsfot, and is at present divided into 30 shares, 100l. paid. The amount thus raised (3000l.) will go to erect a 60-in. engine, and bring the mine, it is hoped, into a profitable state. It will be under the same management as West Chiverton and Herodsfot.

The greatest confidence is felt in the results of the Banca sale, and in the state of things for the six months thereafter—indeed, one enthusiastic friend

believes in the high price for the next six years. On the eve of the disposal of so large a quantity of foreign tin we should not have been surprised at a drop in the standards; but smelters are giving about the same prices for mineral as when English was 188l. Prices of ordinary tin ore realise 70l. to 72l.; our best lots 76l. and 78l. 10s. For this last there is a demand.—*West Britain.*

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 23, 1870.

COPPER.				IRON.			
Best selected .p. ton	£	s.	d.	Bars Welsh, in London	7	6	—
Tough cake & tin <td>72<td>0</td><td>73</td><td>Ditto, to arrive<td>7<td>5</td><td>—</td></td></td></td>	72 <td>0</td> <td>73</td> <td>Ditto, to arrive<td>7<td>5</td><td>—</td></td></td>	0	73	Ditto, to arrive <td>7<td>5</td><td>—</td></td>	7 <td>5</td> <td>—</td>	5	—
Sheeting & sheets. <td>73<td>0</td><td>—</td><td>Nail rods<td>7<td>10</td><td>—</td></td></td></td>	73 <td>0</td> <td>—</td> <td>Nail rods<td>7<td>10</td><td>—</td></td></td>	0	—	Nail rods <td>7<td>10</td><td>—</td></td>	7 <td>10</td> <td>—</td>	10	—
Bolts <td>75<td>0</td><td>76</td><td>Do, in London<td>8<td>5</td><td>—</td></td></td></td>	75 <td>0</td> <td>76</td> <td>Do, in London<td>8<td>5</td><td>—</td></td></td>	0	76	Do, in London <td>8<td>5</td><td>—</td></td>	8 <td>5</td> <td>—</td>	5	—
Bottoms <td>76<td>0</td><td>77</td><td>Do, ditto<td>8<td>0</td><td>0</td></td></td></td>	76 <td>0</td> <td>77</td> <td>Do, ditto<td>8<td>0</td><td>0</td></td></td>	0	77	Do, ditto <td>8<td>0</td><td>0</td></td>	8 <td>0</td> <td>0</td>	0	0
Old <td>63<td>0</td><td>—</td><td>Hoops, ditto<td>8<td>15</td><td>—</td></td></td></td>	63 <td>0</td> <td>—</td> <td>Hoops, ditto<td>8<td>15</td><td>—</td></td></td>	0	—	Hoops, ditto <td>8<td>15</td><td>—</td></td>	8 <td>15</td> <td>—</td>	15	—
Burra Burra <td>70<td>0</td><td>71</td><td>Do, at works<td>7<td>15</td><td>—</td></td></td></td>	70 <td>0</td> <td>71</td> <td>Do, at works<td>7<td>15</td><td>—</td></td></td>	0	71	Do, at works <td>7<td>15</td><td>—</td></td>	7 <td>15</td> <td>—</td>	15	—
Wire.....per lb. <td>0</td> <td>10</td> <td>—</td> <td>Hoops, ditto<td>8</td><td>2</td><td>8</td></td>	0	10	—	Hoops, ditto <td>8</td> <td>2</td> <td>8</td>	8	2	8
Tubes <td>0</td> <td>11</td> <td>—</td> <td>Sheets, single<td>9<td>10</td><td>—</td></td></td>	0	11	—	Sheets, single <td>9<td>10</td><td>—</td></td>	9 <td>10</td> <td>—</td>	10	—
BRASS.				Pig No. 1, in Wales	3	15	—
Per lb.	£	s.	d.	Refined metal, ditto.	4	0	—
Shets <td>8½d.</td> <td>—</td> <td>—</td> <td>Bars, common ditto.<td>6</td><td>15</td><td>—</td></td>	8½d.	—	—	Bars, common ditto. <td>6</td> <td>15</td> <td>—</td>	6	15	—
Wire <td>7½d.</td> <td>—</td> <td>—</td> <td>Do, mch. Tynor Tees<td>6</td><td>10</td><td>—</td></td>	7½d.	—	—	Do, mch. Tynor Tees <td>6</td> <td>10</td> <td>—</td>	6	10	—
Tubes <td>10d.</td> <td>—</td> <td>11½d.</td> <td>Do, railway, in Wales<td>7</td><td>0</td><td>—</td></td>	10d.	—	11½d.	Do, railway, in Wales <td>7</td> <td>0</td> <td>—</td>	7	0	—
Yellow Metal Sheath <td>6½d.</td> <td>—</td> <td>7d.</td> <td>Do, Swed. in London<td>9</td><td>15</td><td>—</td></td>	6½d.	—	7d.	Do, Swed. in London <td>9</td> <td>15</td> <td>—</td>	9	15	—
Shets <td>6½d.</td> <td>—</td> <td>—</td> <td>To arrive<td>9</td><td>15</td><td>—</td></td>	6½d.	—	—	To arrive <td>9</td> <td>15</td> <td>—</td>	9	15	—
SPELTER.				Pig No. 1, in Clyde	3	12	—
Per ton.	£	s.	d.	Do, f.o.b. Tynor Tees	2	9	—
Foreign on the spot <td>£18</td> <td>0</td> <td>18</td> <td>Do, Nos. 3, 4, f.o.b. do.<td>2</td><td>6</td><td>—</td></td>	£18	0	18	Do, Nos. 3, 4, f.o.b. do. <td>2</td> <td>6</td> <td>—</td>	2	6	—
" to arrive .. <td>None.</td> <td>—</td> <td>—</td> <td>Railway chairs<td>5</td><td>17</td><td>—</td></td>	None.	—	—	Railway chairs <td>5</td> <td>17</td> <td>—</td>	5	17	—
ZINC.				" spikes <td>11</td> <td>0</td> <td>—</td>	11	0	—
Per ton.	£	s.	d.	Indian Charcoal Pigs,	6	5	—
In sheets <td>£24</td> <td>0</td> <td>—</td> <th>In London, p. ton.</th> <td>6</td> <td>5</td> <td>—</td>	£24	0	—	In London, p. ton.	6	5	—
QUICKSILVER (p. bottle)				8	8	0	
TIN.				STEEL.			
Per ton.	£	s.	d.	Swed., in kegs (rolled)	13	10	—
English blocks <td>£123</td> <td>0</td> <td>124</td> <td>" (hammered)<td>14</td><td>5</td><td>—</td></td>	£123	0	124	" (hammered) <td>14</td> <td>5</td> <td>—</td>	14	5	—
Do., bars (in bris.) <td>125</td> <td>0</td> <td>—</td> <td>Ditto, in faggots<td>15</td><td>10</td><td>—</td></td>	125	0	—	Ditto, in faggots <td>15</td> <td>10</td> <td>—</td>	15	10	—
Do., refined <td>128</td> <td>0</td> <td>—</td> <td>English, spring<td>17</td><td>0</td><td>—</td></td>	128	0	—	English, spring <td>17</td> <td>0</td> <td>—</td>	17	0	—
Banca <td>126</td> <td>0</td> <td>—</td> <th colspan="4">LEAD.</th>	126	0	—	LEAD.			
Straits <td>124</td> <td>0</td> <td>—</td> <th>Per ton.</th> <th>£</th> <th>s.</th> <th>d.</th>	124	0	—	Per ton.	£	s.	d.
TIN-PLATES.*				Per box.	£	s.	d.
10 Charcoal, 1st qua. <td>1</td> <td>5</td> <td>0</td> <td>English Pig, com.<td>13</td><td>10</td><td>—</td></td>	1	5	0	English Pig, com. <td>13</td> <td>10</td> <td>—</td>	13	10	—
IX Ditto, 1st quality <td>1</td> <td>11</td> <td>0</td> <td>Ditto, L.B.<td>19</td><td>0</td><td>—</td></td>	1	11	0	Ditto, L.B. <td>19</td> <td>0</td> <td>—</td>	19	0	—
IX Ditto, 2d quality. <td>1</td> <td>6</td> <td>—</td> <td>Ditto, W.B.<td>20</td><td>10</td><td>—</td></td>	1	6	—	Ditto, W.B. <td>20</td> <td>10</td> <td>—</td>	20	10	—
IX Ditto, 2d quality. <td>1</td> <td>12</td> <td>6</td> <td>Ditto, sheet<td>20</td><td>10</td><td>—</td></td>	1	12	6	Ditto, sheet <td>20</td> <td>10</td> <td>—</td>	20	10	—
IX Coke <td>1</td> <td>2</td> <td>6</td> <td>Ditto, red lead<td>31</td><td>10</td><td>—</td></td>	1	2	6	Ditto, red lead <td>31</td> <td>10</td> <td>—</td>	31	10	—
IX Ditto <td>1</td> <td>8</td> <td>6</td> <td>Ditto, white<td>28</td><td>0</td><td>—</td></td>	1	8	6	Ditto, white <td>28</td> <td>0</td> <td>—</td>	28	0	—
Canada plates, p. ton. <td>13</td> <td>10</td> <td>14</td> <td>Ditto, patent shot<td>22</td><td>0</td><td>—</td></td>	13	10	14	Ditto, patent shot <td>22</td> <td>0</td> <td>—</td>	22	0	—
Ditto, at works <td>13</td> <td>0</td> <td>14</td> <td>Spanish<td>18</td><td>0</td><td>—</td></td>	13	0	14	Spanish <td>18</td> <td>0</td> <td>—</td>	18	0	—

* At the works. 1s. to 1s 6d. per box less.

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—The question, "Is it war or peace?" being still unanswered. Buyers and sellers alike continue to stay their hands as much as possible. Home orders flow in with but little irregularity, and as a continual consumption is always demanding a fresh supply producers and manufacturers find something to do; but the home market does not suffice to keep stocks down, and the export business is still at a very low ebb. From India and China the reports are anything but favourable. The former country is not disturbed by the ravages of war, but partial droughts, resulting in short crops, and various other causes, have combined to impoverish the country, and for the present the motto among the Indian merchants seems to be rather to keep what they have than to risk loss by embarking in uncertain ventures. China merchants are very generally of opinion that serious complications may arise out of the Tientsin disturbances, and are consequently unwilling to involve themselves in further liability at present. The American markets, likewise, are far from flourishing. The effect of the late civil war, though felt in the greatest degree by the South, has been such as materially to cripple the resources of the North as well; and the present continental war affects, to a greater or less degree, every market in the world. Writing from a commercial point of view, that which is the best for all the nations of the world is that of all the nations of Europe, is the immediate restoration of peace. How can we expect the French or Germans to become purchasers in our markets, when every day they are becoming more and more impoverished? It is true that if our resources continue unimpaired while those of our neighbours are exhausted, we may be applied to in preference to them for the fulfilment of contracts which in the ordinary course would have found their way to continental houses; but what will become of the orders which France and Prussia have been in the habit of sending over to England for execution? There can exist no shadow of doubt but that the interest of all the nations of the world tends in one direction, and that is peace. Every day that the war is prolonged only tends to increase existing evils, to raise yet further difficulty in the settlement of the terms of peace, to protract the horrors of war and the suffering of thousands, and to paralyse the vitality, commercially and financially, of both belligerents to such a degree that it will be long after the war has been brought to a conclusion before they will be in a position to enter upon those important relations with this and other countries upon the restoration of which our commercial prosperity so much depends. Painful as the reflection that those more immediately concerned, and the civilised world at large, are learning a lesson which will not speedily be forgotten. If not on the score of humanity alone, at least on that of self-interest an appeal to arms will, we trust, in future be deemed the last resort.

COPPER.—The market continues very quiet, hardly any business of importance to be noted. It is not to be wondered at that sellers should become impatient at the prolonged period of inactivity which still continues, and that some should again be tempted to relieve themselves by consignments of the stocks which they cannot dispose of to advantage in England. Whether this really be so or not, past experience has invariably proved such a course to be false policy. It is, doubtless, better to take a low price for an article, and see the back of it, than to run the risk of the foreign markets. It speedily becomes known abroad that there are consignments of parcels which, sooner or later, will be offered for sale upon terms advantageous to buyers, who would otherwise have to send to England for what they required. Thus the native buyer is discouraged in dealing through his English correspondent with the producer, and the consignments being probably not exactly that which the buyer professes to require, is sold finally at a reduction, which, being added to charges and commissions, leaves probably a considerably greater loss than would have been incurred had the manufacturer been content to close the transaction by making an outright sale in the first instance upon the best terms he could effect. Another natural consequence accruing from this course is, that merchants who would otherwise be disposed to ship either on their own account or on indent, are deterred from doing so as soon as they become aware that manufacturers are consigning. Chill bars continue to be quoted at 62l. to 64l. cash; little or nothing doing. Australian, 70l. 10s. to 71l.

YELLOW METAL.—No change to report, and the market continues very quiet at previous quotations. Sheetings is thought to be too high in comparison with other descriptions.

IRON.—The tendency of the market still continues towards further inactivity. It could not well be otherwise. At this season of the year there is usually some pressure to complete the execution of Russian orders before the closing of the Baltic ports. This year a considerable proportion of these orders have been withheld, owing, probably, to the great uncertainty in which all commercial affairs are for the present involved. This is a serious loss to the trade, inasmuch as the ports will shortly be closed by winter frosts, and the orders deferred for another season, if executed at all. The railway iron market is quiet. It is true that the ordinary wear and tear resulting from passenger and goods traffic, which is now altogether or partially suspended on many of the continental lines, may be more than compensated for by the destruction which the war has carried in its train, but the time has not yet come to make good the damage, and when that time does come it is questionable, in consideration of the crippled state of the finances, whether the means for repairs will be forthcoming with the celerity which could be desired. From Wales we learn that orders for home purposes are given out rather more freely. In the North of England No. 3 Middleborough pigs are sold at 46s. 6d. for early delivery, but 1s. 6d. to 2s. a ton in excess is demanded for delivery next year. Pig-iron in stock in Cleveland is reported at 100,000 tons. This stock has gradually accumulated since the commencement of the war. The monthly out-turn of the Cleveland district is about 145,000 tons, so that the stock is, after all, not so large when compared with the tonnage produced, and should peace be proclaimed there would, probably, be a rapid diminution in stocks. There is considerable activity on the Tyne in all parts of England peace is looked forward to as the harbinger of commercial prosperity. Scotch pigs are firm; business done at 51s. 9d. cash and 52s. one month, closing with buyers at these prices. Sellers are asking 1½d. per ton more, g.m.b. No. 1, 52s. 6d.; No. 2, 51s. 9d. Swedish iron is very quiet.—Staffordshire: The Ironmasters held their meeting at Birmingham last Thursday. The attendance was better than it has been for some time past, and more interest was shown in the proceedings. The general impression was that the prospects of peace were greater, and that, however the war may have affected trade, the establishment of peace would be followed by an immediate influx of orders, which are now only held back because of the existing uncertainty with regard to the future. The works in the neighbourhood of Birmingham are inefficiently supplied with orders. The great majority of the ironmasters are dependent upon orders received from day to day to keep them going, and these orders are mostly for iron of small sizes—merchants' bars—and they are by no means plentiful. Some houses are still engaged upon contracts for Russia and Canada, and the United States are in the market for puddled bars and hoops, but in the aggregate the amount of export business is very limited, the principal business doing is for home consumption. In the raw material there is a slight concession in value. The demand decreasing stocks are, consequently, accumulating.

LEAD is dull. The quotations remain much as last week. The prolongation of the war should naturally tend to strengthen the market; and although the prospects of peace may be considered by some to be somewhat improved, yet sellers are indisposed to concede, and continue to sell with caution in effecting sales. For speedy de-

livery lowest prices would, probably, be taken, but for distant delivery sellers scarcely care to close except at a considerable advance.

SPELTER.—Quotations are a shade easier, but nothing doing. Tin.—Nothing fresh to report. Things may, probably, remain as they are until the Dutch sales, unless tidings from the Continent should before then alter the situation. Straits 124l., at which price small parcels change hands.

TIN-PLATES remain unaltered. Makers would be glad of orders, but are not disposed to solicit them by quoting lower prices.

The **MINING SHARE MARKET** has shown this week greater activity, and a fair average amount of business has been transacted in West Chiverton, East Lovell, New Lovell, Great Retallack, Grenville, Cook's Kitchen, Taguairil, Don Pedro, Wheel Kitty (St. Agnes), Great Vor, East Grenville, Providence, South Condurrow, Tankerville, Marke Valley, Van Consols, Chiverton Valley, and others.

At the weekly sale of copper ores on Thursday, when 4516 tons realised 16,980l. 18s., the standard advanced 16s. per ton on last sale, and ore was 1s. 3d. per ton better. The previous sale was on the 1st of September, and regular weekly sales, from the short supply of copper ores, are becoming less and less frequent. For this reason the price will in all probability advance when the war is at an end.

Van, 57½ to 62½. The directors have declared a dividend for the quarter of 15s. per share, or 9000l. West Chiverton in better demand at 53 to 55.

Tincroft, 35 to 36. A correspondent in last week's *Journal* calls attention to our remarks that the "ends in the aggregate were worth 177l. per fathom," and says, "In the report sent me the ends are stated to be worth 362l. per fathom." The report we quoted from was that sent to the shareholders with the accounts, and signed by the manager, Captain Teague; and perhaps if "B." will refer to his copy again he will find that we were perfectly correct. He seems simply to have made the mistake of confounding winzes, rises, &c., with ends—as these added to the "ends" (which we usually notice as being the most important point in a mine) make up the exact sum mentioned by "B."—362l. East Lovell shares declined to 29½ to 30½, on reports that the mine was not looking so well through granite coming into the western end, and a pressure of sales from the country; but they rallied on Friday, and leave off 30½ to 31½.

Great Wheel Vor shares have been flat, and leave off 5½ to 6; at the quarterly meeting, to be held on Sept. 28, no dividend can be declared. The accounts show a balance in hand of 663l. 12s. 6d. Great Retallack has been in good request up to 25s., and leave off 1 to 1½. One or two good points are likely to come off here shortly, and to these we may more particularly refer in next week's *Journal*.

Wheel Grenville, 1½ to 1½. At the meeting, on Thursday, a call of 1s. per share was made. The accounts presented at the meeting showed liabilities over assets of 379l. 13s., charging July cost, and crediting (computed) tin 900l. The agents have great pleasure in stating that the mine has much improved during the past quarter, with every prospect of further improving. The next sale is estimated at 900l. to 950l. for the month, and with the present standard for tin will pay the costs. The opinions of the agents remain unchanged as to the mine ultimately becoming a permanent and profitable property to the shareholders.

Bedford Consols, 3½ to 4½. Bedford United, 20s. to 25s.; Bwlch Consols, 3 to 3½; Caldbock Fells, 22s. 6d. to 25s.; Chiverton Moor, 2½ to 3½; Chiverton Valley, 2½ to 3; Cook's Kitchen, 17½ to 18½; Devon Great Consols, 75 to 80; Ding Dong, 17½ to 20; Drake Walls, 24s. to 26s.; Dolcoath, 12s. to 13s.; East Caradon, 4 to 4½; East Pool, 8 to 8½; East Wheel Grenville, 2½ to 2½; Great Laxey shares have been weaker, at 17 to 18; Herodsfot, 44 to 46; Hingston Down, 12s. 6d. to 15s.; Marke Valley, 6½ to 7½; Nanglies, 1½ to 1½; New Lovell, 1½ to 2; North Lovell, 6 to 7; North Treskerby, 3s. 6d. to 5s. 6d.; Plynlimmon, 2½ to 3; Prince of Wales, 12s. to 14s.; Providence Mines, 38 to 40; South Condurrow, 2 to 2½; South Frances, 27½ to 30; Spearhead Moor, 18 to 20; Tankerville, 14½ to 15½; Trumpton Consols, 22 to 24; Van Consols, 2 to 2½; West Basset, 2s. 6d. to 3s. 6d.; West Drake Walls, 3s. to 5s.; West Frances, 27½ to 30; West Maria and Fortescue, 27s. 6d. to 32s. 6d.; West Pant-y-Gog, 3½ to 4½; West Seton, 120 to 125; Wheel Agar, 1½ to 2; Wheel Chiverton, 1½ to 2; Wheel Crebor, 1½ to 2; Wheel Jane, 52½ to 55; Wheel Kitty (Lelant), 10 to 12; Wheel Kitty (St. Agnes), 6½ to 7½; Wheel Mary Ann, 8½ to 9½; Wheel Seton, 45 to 47½; Wheel Uny, 2½ to 3; Australian United, 1½ to 1½; Chontales, 10s. to 15s.; Don Pedro North del Rey, 3 to 3½; Frontino and Bolivia, 12s. 6d. to 15s.; Pacific, 2½ to 2½; Taguairil, 34s. to 36s.

The Market for Mine Shares on the Stock Exchange has been quiet during the week, and only a moderate amount of business transacted; this arises from a large number of operators being out of town, as usual at this season of the year. The fluctuation in prices is unimportant. The only feature worthy of notice has been a continued demand for shares in Taguairil, and an enquiry for Van shares, consequent on an increased dividend, amounting to 9000l., being declared, and the continuously improving position of the mine at all points. Satisfactory advices have been received from Tankerville, Sweetland Creek, and Pacific. With the increased ease of the money market, and the great probability of peace at no distant date, there appears an opportunity to investors to make large profits, by securing shares in such sound undertakings as Van and others. In the Van Mine the reserves are sufficient to ensure the return of the entire amount shares are now selling for, with interest on capital, independent of any discoveries daily being made. The subjoined are the closing prices:—Ashcroft, 5½ to 6; Tan-yr-Alit, 2½ to 2½; Van Consols, 2 to 2½; Tankerville, 14½ to 15; Caeagnon, 1 to 2; Devon Great Consols, 73½ to 77½; East Caradon, 3½ to 4½; East Lovell, 30½ to 31½; Great Laxey, 17½ to 17½; Great Vor, 5½ to 6½; Marke Valley, 6½ to 7½; Tincroft, 35 to 36; Van, 60 to 62½; West Chiverton, 53 to 54; Wheel Seton, 45 to 47; Almada, 4 dis. to par; Cape Copper, 8½ to 9½; Don Pedro, 24 to 24½; Eclipse, 4 dis. to par; Frontino and Bolivia, 9-16 to 11-16; General Mining Association, 3½ to 4½; General Brazilian, 3-16 to 1-16 dis.; Pacific, 2½ to 2½; St. John del Rey, 2½ to 2½; Sweetland Creek, 2½ to 2½; Taguairil, 1 to 1½ pm; Yudanamutana, 1 to 1½ prem.

IRISH MINE SHARE MARKET.—Last week's reduction of the Bank rate of discount from 3½ to 3 per cent. having been anticipated, had no material influence on our money market, and the several securities remained, therefore, unaffected by the alteration. The uncertainty of the turn which continental affairs may take has partly checked speculative operations, and mining shares have not escaped its unfavourable influence on the public market. General Mining Company for Ireland shares have been neglected altogether. Killaloe Slate Quarry shares are on sale at 17s., but there are no offers for them, nor for Connorsree shares, although they would scarcely be sold under 3s. 6d. Wicklow Coppers (2l. 10s. paid) are dull at 8l., the last price they have been dealt in; and Mining Company of Ireland (7l. paid) have been sold at 8l. 2s. 6d. Cape Coppers are down to 15l. 17s. 6d.

The **GREAT ONSLOW CONSOLS COPPER MINING COMPANY**, to which attention was directed a fortnight since, has now been successfully formed. As already pointed out, the object of this company is to resume and extend the development of the above-named well-known Cornish copper mine. Practical authorities compute that large profits will accrue from a comparatively small expenditure, while the company acquires the mine upon most advantageous terms. Mr. Benjamin Fothergill, C.E., has expressed a most unequivocal opinion of the mineral value and producing capabilities of the property, and points out the inexpensive manner in which it can be wrought, stating that it possesses every element for ensuring a safe and profitable investment. Captain Kitto recommends it to capitalists, being fully persuaded that a judicious and spirited development will be attended with successful and satisfactory results. It may be mentioned that the old mine has been sunk to a depth of 122 fathoms, and that operations were suspended about seven years since for want of capital to replace the defective machinery, which became a matter of necessity in order to continue the further development of the mine. Although the shaft has been sunk to this depth, the longest level driven on the course of the lode (according to the plan) is not more

than 70 fathoms from end to end, but from these short workings it appears that about 16,000,000 worth of mineral was raised. Attention is directed to the fact that these workings are upon a caunter lode, which will form a junction with an east and west lode in another part of the company's property. This recently-discovered lode is described as being of unusual promise, and possessing all the conditions necessary for producing large quantities of copper ore. One material consideration is the fact that the whole of the work can be accomplished by water-power, thus permanently saving the always important item of steam fuel. As will be seen by the prospectus, in another column, the director are gentlemen of influence and experience. The undertaking is divided into 60,000 shares of 1s. each; the first issue is to be 30,000, of which a large proportion has been already privately subscribed for.

The KING SILVER AND COPPER MINING COMPANY, with a capital of 20,000,000, in shares of 1s. each, has been formed for the purpose of developing a property which "adjoins the far-famed Queen Silver and Copper Mine, which has accomplished the almost unprecedented achievement of declaring and paying a dividend before the short space of time has permitted the erection of an engine for its effectual development." The mine has been acquired for 15,000 fully paid shares, no cash whatever being asked for, and the remainder of the shares have been applied for before the printing of the prospectus. The property has been inspected and favourably reported upon by Captain Wm. Knott, who does not hesitate to give it as his opinion, based upon practical observations and knowledge, added to the assistance of the laboratory, that the company has in this, if worked judiciously and speedily, one of the best mining properties in England; and a great, speedy, and lasting success is, in his mind, quite certain. The prospectus will be found in another column.

At the Truro Ticketing, on Thursday, 4516 tons of copper ore were sold, realising 16,980, 18s. The particulars of the sale were—Average standard, 98, 16s.; average produce, 6s.; average price per ton, 3l. 15s.; quantity of fine copper, 297 tons 11 cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Per unit.	Ore copper.
Aug. 13.	4150	97 7 0	6 1/2	43 13 6	11s. 2d.
Aug. 14.	1405	89 7 0	5 1/2	3 0 6	11 1/2
Sept. 1.	1405	89 7 0	5 1/2	3 0 6	11 1/2
Sept. 2.	4516	98 16 0	6 1/2	43 13 6	11s. 2d.

Compared with the last sale, the advance has been in the standard 16s., and in the price per ton of ore about 1s. 3d.

At the Swansea Ticketing, on Tuesday, 1940 tons of ore were sold, realising 15,831, 10s. 6d. The particulars of the sale were—Average standard for 9 per cent. produce, 85, 1s. 6d.; average produce, 13 1/2; average price per ton, 8l. 3s. 2d.; quantity of fine copper, 254 tons 12 1/2 cwt. The following are the particulars of the two last sales:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Ore copper.
Aug. 2.	1209	85 16 6	13 1/2	8 3 2	12s. 4d.
Sept. 2.	1940	89 7 0	13 1/2	8 3 2	12s. 4d.

Compared with the last sale, the decline has been in the standard 1l. 15s., and in the price per ton of ore about 4s. 6d.

At the Great Laxey Mining Company meeting, held at Douglas, on Sept. 15, the directors declared a dividend of 8s. per share for the past quarter. The directors, in declaring the dividend, state that it will be satisfactory to the shareholders to be informed that the reduction in amount arises solely from the long continuance of dry weather, which has acted so injuriously to the progress of the works at the mine—1. By being unable to work the great wheel for pumping the water in the mine prevented the approach to some of the richest ore ground in the mine—2. By being unable to draw a considerable portion of ore broken underground—3. By being unable to wash and dress a large quantity of the ore that was brought to surface. The directors contemplate providing an aqueduct to a great extent will meet this difficulty in future.

At the Bradda (Isle of Man) Mine meeting, held at Douglas, on Sept. 15 (Mr. G. W. Dumbell in the chair), the accounts showed a credit balance of 1800, 13s. 10d.; the present stock of ore at the mine is valued at 1290l. The chairman said that the leading point to which they had to look was the junction of the two main lodes. Judging by the average dip during the past six months, this junction would be reached in about 8 fms. sinking, and there was every reason to believe that at that point a considerable deposit of ore would be found. The progress in sinking of the engine-shaft had been retarded by the hardness of the ground and the influx of water. He would not venture to say what length of time it would take to sink these 8 fathoms, but it was to be hoped, if the present appearances continued, that the expense of putting down the shaft would be largely aided by the returns. The average returns during the past six months had been about 18s. per month; but Capt. Barkell now calculated the monthly returns at 240l. It was their duty to push forward, and he felt confident that if they persevered they had a fair prospect of success. Replying to questions, the chairman said that the engine was of ample power to keep the shaft clear of water. The accounts were passed. Messrs. J. Delware Lewis and L. W. Adamson having retired from the direction, Messrs. F. Broadbent and J. Kidgway were elected to fill their place. Mr. J. Haining was re-appointed auditor. At the East New Lovell meeting, on Wednesday (Mr. E. Cooke in the chair), the accounts showed a debit balance of 378, 5s. 3d. A call of 3s. 6d. per share was made. Details in another column.

The South Australian (Burra Burra) Mining Association have announced that the arrangements for establishing a London registry, so as to enable shares to be sold or purchased here without transmission to or from Australia, have been completed.

The Bank of England return for the week ending on Wednesday evening showed in the ISSUE DEPARTMENT an increase in the "notes issued" of 225,000, which is represented by a corresponding increase in the "coin and bullion" on the other side of the account. In the BANKING DEPARTMENT there was shown an increase in the "public deposits" of 216,823; in the "seven day and other bills" of 2585; and in the "rest" of 40,724; together, 269,132; and a decrease in the "other deposits" of 1,189,910;—929,779; and deducting this from 1,141,833, the decrease in the "other securities" on the asset side of the account, there remains an increase in the total reserve of 217,074.

COPPER TRADE.—Messrs. James and Shakspeare—From and including Friday last the smelters have taken about 2000 tons regulus at 12s. 6d. per unit, chiefly for Swansea delivery; the ore for sale there on the 20th inst. went off at an average of 12s. 4 1/2d. per unit, the average produce being about 10 1/2 per cent. In Chili bars there is scarcely anything doing; holders are firm at the quotations of the previous week, and have refused offers for moderate parcels, at a reduction of 10s. per ton therefrom. Australian sorts continue in demand, but business is prevented through the scarcity of stock, and the unwillingness of importers to meet buyers' views. A small quantity of Burra and Wallaroo cake has been taken at 71l. 10s. and 70l. 15s. respectively; there is, however, nothing further offering except at an advance on these rates. English remains unchanged, and but few sales of any description have lately transpired.

Messrs. Vivian, Younger, and Bond—Considerable demand has been experienced this week for fine Australian copper, and transactions in Wallaroo have taken place up to 71l., and Burra up to 71l. 10s. The price at the close is scarcely so good, but the available supply of this sort is just now very small, and a trifling demand would have a considerable effect on values. For Chili bars there is very little enquiry. The large holders appear to feel that it would be utterly useless to offer their stocks, unless at a serious reduction, till the ordinary continental channels are open to business. Several cargoes of Chili regulus have been taken by English smelters at 12s. 6d. both at Liverpool and Swansea. A fair business has been done in sheets for India, and also in tough cake. Other sorts of English copper have been in but small demand.

NOTICE.

NANTROS CONSOLS MINING COMPANY (LIMITED).—THE OFFICES OF THIS COMPANY ARE REMOVED FROM 3, GREAT ST. HELEN'S, BISHOPGATE-STREET, LONDON, TO THE MINES, PONTERWYD, NEAR ABERYSTWYTH, WHERE ALL TRANSFERS, LETTERS, &c., MUST BE ADDRESSED. LONDON, August 5, 1870. THOMAS P. THOMAS, Managing Director.

TIN—TIN—TIN.

EXTRAORDINARY DISCOVERY IN CORNWALL. THE TERRAS TIN MINING COMPANY (LIMITED), ST. STEPHEN'S, NEAR ST. AUSTELL, CORNWALL. Was recently formed with a nominal capital of £25,000 in shares of £1 each, which are fully paid. The whole of the shares were at once and eagerly taken up, principally by gentlemen who are thoroughly conversant with tin mining, and residential in the county.

Independent of the several valuable tin lodes traversing the sect, from which large and profitable results are anticipated, there is an extraordinary prospecting tin-bearing vein course running through the property for a mile in length, and is from 30 to 50 feet deep. The whole of the stuff as broken down (which can be worked as an open quarry from 4 to 25 feet deep), will be trammed away in the stamping-mills; one is completed with 48 heads attached; other mills are in course of erection. The tin-producing stuff is inexhaustible, and proved by independent authority that the average yield is over 7 cwt. of black tin to 10 tons of stuff. It surpasses anything of the kind ever discovered in this part of Cornwall. This alone, without making any calculation upon the large returns of tin to be extracted from the regular lodes referred to above, would leave a profit on the working of at least 50 per cent. They have already sold a parcel of tin, and are preparing another large parcel, which will shortly be in the market; and is the best proof and guarantee we can offer of the value of the property, and will be followed by monthly sales, with every prospect of early dividends. Those investors who are fortunate enough to secure an interest at the present low price of £1 10s. per share (of which a limited number only can be had) cannot fail to make a large profit. It is firmly believed that these shares will go to as many hands as they are now selling for shillings.

The stamping mill is in full operation, and working beautifully. The others, with 152 additional heads, are in course of construction. These, when complete, will stamp out 300 tons of stuff daily. The yield of tin is more than represented in the circular. See the agent's report. Applications for the few remaining limited shares should at once be made to Messrs. EDMAN and Co., Stock and Sharedealers, 83, Gracechurch-street, London, E.C.

TO LEAD BUYERS.

THE EYAM MINING COMPANY are prepared to SUPPLY SOFT PIG LEAD of excellent quality. Terms, cash. Apply to the Secretary, Mr. CHARLES NODDER, 54, Queen-street, Sheffield.

TO TIN-PLATE MANUFACTURERS.

A MANAGER, of seventeen years' experience in South Wales and Staffordshire, is OPEN to an ENGAGEMENT. Address, "T. P.," Box 22, Post Office, Wolverhampton.

FIRST-CLASS SILVER-LEAD MINE.

THE ADVERTISER wishes to CORRESPOND with respectable Gentlemen, or Party, for WORKING the above MINE. Terms easy. Address, Mr. H. J. JONES, Tanybwlch, Devil's Bridge, Aberystwith.

MINE AGENT.

WANTED, an INTELLIGENT and INDUSTRIOUS MAN, as AGENT, to proceed abroad. He must write a good hand, be able to dial underground workings, and to handle men successfully. Age not to exceed 40. Address, stating situations held, ability, and salary expected, to Mr. CARPENTER, 187, Upper Thames-street, London.

MINING ENGINEER.

WANTED, by a PRACTICAL MINING ENGINEER, an ENGAGEMENT to MANAGE a MINING ESTABLISHMENT. Foreign preferred. The Advertiser has had considerable experience at home and abroad. Unexceptional references as to ability and character. Address, "Minero," MINING JOURNAL Office, 26, Fleet-street, London.

TERRAS TIN MINE (LIMITED).

WANTED, a GOOD SECONDHAND BLAKE'S STONE CRUSHER, and a GOOD SECONDHAND 10 or 12 ton BOILER, for the above Mines. Letters, stating price and particulars, and where to be seen, may be sent to Capt. JOHN EDWARDS, at the Mine; or to Mr. GEORGE HENWOOD, Mining Engineer, 24, Sandringham-road West, Stoke Newington, London.

TERRAS TIN MINE (LIMITED).

WANTED, a FIRST-RATE MASTER TIN MINE BAL CARPENTER; a steady man, competent to lay out floors and erect machinery, will be liberally dealt with, none else need apply; also several TIN MINERS, on tribute or by stem. Tin Dressers may find constant employment. Apply to Capt. JOHN EDWARDS, at the Mines, St. Stephens, by St. Austell.

TO CAPITALISTS, AND OTHERS.

WANTED, a Gentleman to ADVANCE £10,000, either as PARTNER or by WAY of AGREED INTEREST, to EXTEND some CEMENT and BRICK WORKS, where the profits are certain and large, and the security ample. Application to be made to "A. B.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

WANTED, to go abroad, a PERSON COMPETENT TO UNDERTAKE the GENERAL MANAGEMENT OF LEAD MINES in full operation. He must be well acquainted with French and Italian. Apply by letter, stating age, experience, salary required, &c., to Mr. BEWICK, Haydon Bridge, Northumberland.

WANTED, by a Young Man who has been accustomed to DIAL and do PLAN WORK, a SITUATION at a COLLIERY. Has had a good practical experience in underground work. Could take an overman's situation.—Apply, "B.," Post Office, Wigan.

CALCINER.

WANTED, TO PURCHASE, a 14-feet CALCINER.—Anyone having one or two for sale will please forward particulars to Mr. GRANVILLE SHARP, 33, Poultry, London, E.C.; or to Captain JAMES ROWE, Camborne, Cornwall.

WANTED TO PURCHASE, a 16-head STAMPS-AXLE, with LIFTERS and HEADS, complete. Also, a CALCINER. Address, Captain JAMES ROWE, Camborne, Cornwall.

METAL AGENCY.—AN ESTABLISHED FIRM IN BIRMINGHAM would UNDERTAKE the ABOVE in their DISTRICT, on reasonable terms. References and security unexceptionable. Address, "A. Z.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

TO MINE PROPRIETORS, AND INVESTORS.

THE UNDERSIGNED OFFERS his SERVICES to EXAMINE and REPORT UPON any DESCRIPTION of MINERAL PROPERTY, especially GOLD MINING, and the MACHINERY for REDUCING the ORES. The Advertiser's long residence in the Gold Fields of Victoria, and his practical experience as manager of the most extensive Gold Mining Company in the colony, afford a sufficient guarantee of his ability to undertake any business connected with mining and machinery. Communications may be addressed to "Dicker's Australian and London Mining Agency," No. 4, Royal Exchange-avenue. C. J. HARVEY.

TO PARENTS AND GUARDIANS.

AN OPPORTUNITY OFFERS FOR PLACING TWO WELL-EDUCATED AND RESPECTABLE YOUTHS, of about eighteen years, as PUPILS, with a thoroughly competent MINING ENGINEER in SOUTH WALES. Course taught includes Mining, Surveying, Triangulation, Traversing, Valuing, &c., with the Mathematics. Personal and careful attention given to Pupils, and the advantages offered of a comfortable Christian home if desired. Terms moderate. Address, "S. W.," MINING JOURNAL Office, 26, Fleet-street, London.

A COMPANY MANUFACTURING IRON OF THE BEST QUALITY REQUIRES the SERVICES of a PERSON to TAKE CHARGE of the SALES GENERALLY, and also to TAKE the SUPERVISION of THEIR SEVERAL AGENCIES. It is requisite that he should be well acquainted with the value of the best qualities of iron, and have had some experience in its sale. Salary, £250 per annum, independent of travelling expenses. Apply by letter, addressed to "Z.," care of Messrs. Blades and East, No. 11, Abchurch-lane, London, E.C.

SOUTH AMERICA.

AN INTEREST IN A VALUABLE AND EXTENSIVE MINING PROPERTY FOR SALE, to which a railway is now being completed. For particulars, address "G. and R.," care of Mr. B. Fothergill, C.E., 15, George-street, Mansion House, London.

FOR SALE, the NOMINATION to a MINING SPECULATION. No risk, and a profit of £1000 to be made in twelve months. Capital required, £200. The bona fide nature of the undertaking guaranteed. Capitalists having an inclination for mining will find this no ordinary opportunity. A reference given and required. Address, in first instance, to "G. P. T.," MINING JOURNAL Office, 26, Fleet-street, London.

FOR SALE, a PART or the WHOLE of an INTEREST in a PROVED very valuable PATENTED INVENTION. A good opportunity for a person of energy. Apply, "F.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

FOR SALE:—30 ROCHE CONSOLS, at £0 5 0 per share. 20 HAREWOOD CONSOLS " 0 2 6 " 20 TERRAS TIN MINE " 0 10 0 " 20 ABERDEY " 0 10 0 " 30 EXCELSIOR " 0 2 6 " Apply, by letter, to Mr. H. P. FLIGG, Fleece-lane, Leeds.

FOR SALE, ONE HUNDRED AND TWENTY BUDNICK CONSOLS (Tin), at 15s. Quoted in the Mining Journal at £1 1/4 to £1 1/2. Apply to "A. B.," 104, High-street, Newport, Isle of Wight.

FOR SALE, a WATER WHEEL, 25 ft. diameter, 3 ft. abreast, DRAWING MACHINE attached, with cast iron segments, sockets, and axle, in very good condition. Also, a large quantity of PITWORK of all sizes. Apply to NICHOLAS, MATHEWS, and Co., Tavistock Iron Works, Tavistock.

VAN MINING COMPANY (LIMITED).—The Directors having this day DECLARED a DIVIDEND of FIFTEEN SHILLINGS PER SHARE, payable on and after the 6th of October. Notice is hereby given, that the Transfer Books will be closed on the 3rd, and re-opened on the 10th proximo. By order of the Board, W. J. LAVINGTON, Secretary. Union-court, Old Broad-street, London, September 12, 1870.

THE NORTH CORNWALL KAOLIN COMPANY (LIMITED).—Notice is hereby given, that the FIRST ORDINARY GENERAL MEETING of the shareholders of the above company will be HELD at the registered offices of the company, No. 17, Ashley-terrace, Plymouth, Devon, at Twelve o'clock at noon, on SATURDAY, the 1st day of October next, for the purpose of confirming the appointment of the directors, officers, solicitors, and auditor, and any other business as may be necessary.

By order of the Board, FREDERICK NEVILL, Secretary. THE REPERY TIN AND COPPER MINING COMPANY (LIMITED).—Notice is hereby given, that NO APPLICATIONS FOR SHARES in the above company will be RECEIVED after the 8th October.

G. M. FOULTON, Secretary.

TO THE INVESTING PUBLIC.

There never was a more favourable time to embark in British Copper, Tin, and Lead Mines than the present; but they should be selected as Killy Clive did her fruit and friends, not from the "damaged quality." A carefully selected list may be had on application; but business, and not mere idle curiosity is desired as an equivalent for time, trouble, and experience. 77, Old Broad-street, London, Sept. 16, 1870. H. B. RYE.

NOTICE OF REMOVAL.

MR. J. H. COCK begs to inform his FRIENDS and the PUBLIC that he has REMOVED from 74, Old Broad-street, to 2, CROWN COURT, TREADNEEDLE STREET (Ground Floor).

BUSINESS transacted in every description of stocks and shares, as usual, at close market prices.

THE SUCCESS ATTENDING THE DEVELOPMENT OF THE WEST JEWELL TIN MINE is such that MR. MATTHEW GREENE strongly ADVISES the IMMEDIATE PURCHASE of SHARES. Every information to investors or their brokers on application. Those who can now secure these shares may look forward to a great rise in their value; they are fully paid. Mr. MATTHEW GREENE, Mining Offices, Pinner's Hall, Old Broad-street, E.C. Bankers: Bank of England, and Messrs. Tweedy, Williams, and Co., Cornwall.

MR. THOMAS SPARGO, STOCK AND SHAREDEALER, 224 AND 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept. 16—	Brynystwith	35	£12 4 0	Sims, Williams, & Co.
19—	Dyflide	67	11 11 6	Walker, Parker, & Co.
22—	Wheal Mary Ann	55	23 18 6	Trefry's Trustees.
—	ditto	15	13 18 6	ditto
—	ditto	15	13 18 6	Sims, Williams, & Co.

BLACK TIN.

Date.	Mine.	Tons, c. lb.	Price p. ton.	Amount.	Purchasers.
Sept. 17—	Son. Condarrow	12 7 0	£72 5 0	£892 13 6	Boltho.
—	Wheal Uny	11 18 2 1/2	73 13 4	878 16 8	Daubuz.
20—	Blue Hills	3 1 12 1/2	71 5 0	218 17 5	ditto
21—	Penhalls	8 14 1 8	70 0 0	610 2 6	ditto

COPPER ORES.

Sampled Aug. 31, and sold at Swansea, Sept. 20.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Moonta	120	6 1/2	£23 9 0	Copper Ore	27	16 1/2	£23 12 8
ditto	114	17 1/2	10 16 6	Brass Ashes	57	5 1/2	3 3 0
ditto	112	17 1/2	10 15 0	Copper Slag	129	3 1/2	1 9 0
ditto	79	6 1/2	3 10 0	ditto	33	4 1/2	2 1 0
Cape	67	25 1/2	16 8 6	ditto	3	7 1/2	4 5 0
ditto	67	25 1/2	16 7 6	ditto	4	3 1/2	1 6 0
ditto	66	25 1/2	16 2 0	Copper Ore	4	10 1/2	9 8 0
ditto	64	25 1/2	16 4 0	ditto reg.	7	4 1/2	26 12 6
ditto	2	2 1/2	17 1 0	ditto ore	4	18 1/2	9 14 0
Lisbon Ore	15	17 1/2	10 16 0	ditto	19	12 1/2	7 0 0
ditto	48	9 1/2	14 8 0	Sobral	1	2 1/2	16 1 0
ditto	60	20	12 8 0	ditto	2	17 1/2	10 17 6
ditto	14	25 1/2	16 2 6	ditto	25	8 1/2	4 18 0
Knockmahon	11	10	6 7 0	ditto	1	8 1/2	4 18 6
ditto	71	8 1/2	5 4 0	ditto	10	23 1/2	15 2 0
ditto	129	8 1/2	5 2 6	ditto	8	25	16 5 0
Berehaven	71	9 1/2	5 16 0	ditto	7	21 1/2	14 3 6
ditto	125	9 1/2	5 18 0	ditto	14	49 1/2	5 2 6
ditto	50	9 1/2	5 11 0	Aljustrel	2	49 1/2	80 15 0
ditto	92	8 1/2	5 11 6	Telhadelia	20	26 1/2	17 5 6
Ballymuckisk	5	6 1/2	3 17 0	ditto	44	18 1/2	11 12 0
ditto	3	6 1/2	3 16 0				

TOTAL PRODUCE.

Moonta	425	£3122 17 0	Brass Ashes	57	£179 11 0
Cape	266	4331 2 0	Copper Slag	160	239 12 0
Lisbon Ore	147	1966 19 0	Copper Ore, &c.	16	275 2 6
Knockmahon	311	1735 3 6	Sobral	63	617 4 0
Berehaven	338	1939 14 0	Aljustrel	2	61 10 0
Ballymuckisk	59	227 0 0	Telhadelia	64	835 13 0
Copper Ore	27	259 17 6			

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Copper Miners' Company	76	£1045 13 0
Freeman and Co.	58 1/2	855 13 3
P. Grenfell and Sons	267	1913 6 0
Sims, Williams, and Co.	390	2713 13 0
Vivian and Sons	196	1420 0 0
Williams, Foster, and Co.	565	4937 5 6
Charles Lambert	145	636 10 0
Sweetland, Tuttle, and Co.	242 1/2	2409 9 9

Total.....1940.....£15,831 10 6

NO SALE on October 11.

TOTALS AND AVERAGES.

21 cwt.	Produce.	Price.	Per unit.	Standard.
Whole sale	1940	13 1/2	£8 3 2	12s. 4d. .. £8 5 1 6

COPPER ORES.

Sampled Sept. 7, and sold at the Royal Hotel, Truro, Sept. 22.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Devon Great Consols.....	117	£4 12 0	W. Maria & Fortescue 75	£3 16 6	
ditto	105	0 17 6	ditto	74	2 19 0
ditto	100	4 15 0	ditto	70	2 10 0
ditto	98	0 11 6	ditto	58	5 10 0
ditto	94	0 14 0	East Caradon	74	5 5 6
ditto	93	0 15 0	ditto	53	5 5 5
ditto	92	0 15 6	ditto	51	5 6 6
ditto	91	1 12 6	ditto	50	1 19 6
ditto	81	4 9 6	Brookwood	64	2 6 6
ditto	80	2 16 0	ditto	48	4 4 6
ditto	82	0 6 6	ditto	41	3 16 6
ditto	83	5 0 6	ditto	40	0 2 16 6
ditto	61	4 3 0	ditto	30	9 17 6
ditto	59	4 17 6	Gunnislake (Clters) 77	6 9 6	
ditto	56	2 17 6	ditto	69	5 14 0
ditto	52	3 6 0	ditto	46	4 17 6
ditto	44	2 15 0	ditto	21	3 5 0
ditto	41	4 8 6	Wheat Friendship.....	66	5 8 6
ditto	34	2 17 6	ditto	55	1 12 0
ditto	14	0 15 6	ditto	49	7 5 6
South Caradon	89	4 16 6	ditto	33	11 17 6
ditto	79	1 3 0	Kelly Bray	70	2 2 6
ditto	78	1 3 0	ditto	53	2 3 6
ditto	65	3 8 6	ditto	27	5 1 6
ditto	58	4 11 6	Phoenix.....	80	3 4 6
ditto	54	7 8 6	ditto	65	4 12 6
ditto	53	4 9 6	Okel Tor	68	1 6 0
ditto	50	8 15 0	ditto	33	1 17 6
ditto	49	7 7 6	ditto	9	5 17 6
ditto	42	9 10 0	West Caradon	46	2 17 0
ditto	25	4 2 0	ditto	44	3 19 6
Marke Valley.....	100	2 12 0	Prince of Wales.....	41	3 2 6
ditto	88	0 10 0	ditto	41	7 19 0
ditto	88	3 0 0	Crelake	42	2 15 0
ditto	87	4 4 6	ditto	34	2 4 0
ditto	60	2 12 6	Cradock Moor	75	4 19 6
ditto	50	5 3 6	Hingston Down.....	62	2 11 6
ditto	37	2 2 6			

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By CHARLES SCHINZ.
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By HENRY DIRCKS, C.E., LL.D., &c.
 London: E. and F. N. SPON, 48, Charing-cross.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers
 during the past year being out of print, we recommend that the Journal should
 be filed on receipt: It then forms an accumulating useful work of reference.

SIR,—In reply to "Landlord's" enquiries, in last week's Journal, it is impos-
 sible to answer his questions without knowing the stratification, width of
 Jodes, and whether the assay was given from the entire width of lode or from
 one particular portion of vein. By his kindly forwarding information on these
 points, I shall be happy to give my opinion, versed on a long practical mining
 experience, by addressing "Veritas," Ruthin, North Wales.

"Landlord."—If this gentleman will communicate with Mr. von Uster, F.G.S.,
 The Green, Hampstead, London, he can obtain all the advice he requires.

WEIGHT OF WROUGHT-IRON.—"K. G." (Manchester).—For rough calculation
 wrought-iron may be estimated at 40 lbs. the square foot for each inch of
 thickness; thus a plate an eighth of an inch thick would weigh about 5 lbs.
 per square foot, and a 4-in. armour-plate would weigh about 160 lbs. per square
 foot. These figures are between 1 per cent. and 2 per cent. below truth, and
 are, therefore, quite near enough for any general estimate.

UTILISATION OF BLAST-FURNACE SLAGS.—Some years since a proposition was
 made for utilising blast-furnace slags by running them into slabs, and employ-
 ing them as a substitute for ornamental marble, and I saw some beautiful
 specimens which had been produced, I think, in South Wales. I should be
 glad to learn whether these slags are produced directly from the blast-furnace,
 or whether they are polished afterwards. What moulds are they cast in to get
 the face smooth? Would burnt clay pulverised answer the purpose, or would
 the slag become attached to it? I understood that the face was obtained by
 running the slag upon a plate of metal, but I cannot understand how adhesion
 would be prevented if the plate were kept hot, and how the cracking of the
 slag face could be avoided if the plate were kept cold. Perhaps some of your
 correspondents could enlighten me on the subject.—R. C. F.

"R. M." (Nottingham) will find the report referred to under the head of Buell
 North Star Mine—its title before it became the property of the Pacific Mining
 Company.

Received.—C. J. R. (Denver)—J. W. (Dewsbury)—E. A. (Rye)—W. C.—H. N.—
 M. B.—A. F. K.—I. A. R.—Miner.

A series of papers on the Products of Mining represented at the Russian Indus-
 trial Exhibition at St. Petersburg will be commenced in the Journal next week.

THE MINING JOURNAL,
 Railway and Commercial Gazette.

LONDON, SEPTEMBER 24, 1870.

MORE FATAL BOILER EXPLOSIONS.

It seems as though we are never to be freed from the necessity of
 advertising with prominence to the subject of the working of boilers
 at our mines and iron works. Again we have explosions of boilers
 with fatal and destructive issues. On Wednesday in last week four
 men were killed, and several times that number seriously hurt, by
 an explosion at the iron works at Walker, Newcastle-upon-Tyne, of
 Messrs. BELLS, GOODMAN, and Co. The works are better known as
 those of Messrs. LOSH, WILSON, and BELL, their former proprietors.
 On the following Saturday morning two men were killed, and others
 were badly wounded by an explosion at the pit near Tunstall, North
 Staffordshire, of the Chatterley Iron Company. Both boilers were
 of the ordinary cylindrical, egg-ended shape. At Walker the boiler
 was one of two kept near the lathe shop. It was 26½ feet by 6 feet,
 and had been in constant use, certainly for 11 years. How much
 longer does not transpire. It was not intended to go beyond 35 lbs.
 pressure, and it blew off at that weight. It was connected with the
 sister boiler by a steam-pipe, and the two boilers had one pressure-
 gauge between them. A single float determined the height of the
 water, and there were neither gauges, taps, nor cocks attached to
 show when the water was below the level. It was fed with water by
 a pipe at the top, and its working water depth was 3 ft. 6 in. It was
 assured by the Midland Steam-Boiler Inspection and Assurance Com-
 pany. One of the sub-agents of that company, finding on the pre-
 vious Sunday that the boiler was being repaired because of a leak-
 age over the fire, which the engineman at the works had discovered,
 went to the works, and recommended that instead of merely new
 rivets being put in a new plate should be substituted. This was done,
 and the repairs were completed on Tuesday evening. Very early next
 morning the boiler was put to work, and full steam was up, probably
 at 7 o'clock. The works were in full operation when the boiler rent
 through the solid plates, and divided into fragments. The rents seem
 to have begun at the end opposite from the fire. The plates do not
 seem to have thinned to any considerable extent, the inspection
 hitherto having shown that there was no part more than a thirty-
 secondth less than ½ inch in thickness.

Inspection had failed to discover a defect more than would be re-
 paired by the new plate, which was put on near to the end. The re-
 pairs had not been well done; and if the sub-inspector by whom they
 were ordered had seen them when they were completed, he would not
 have permitted the steam to have been got up. Inasmuch, however,
 as the rent did not take place at that point, these new repairs, whether
 ill or well done, must not be credited with the accident.

The Tunstall boiler was one of eight, all connected. Part were of
 the ordinary cylindrical, and the rest of the Lancashire flue-shape.
 It was one of the former, at the outside of the range, which went.
 The explosion severed the boiler at the fifth of the twelve joints,
 numbering from the furnace end, and the fracture was as clean as
 though the boiler had been sawn through. This boiler is known to
 have been in use seven or eight years. It was last repaired three
 months ago, when two new plates were put in over the fire. The or-
 dinary pressure is said to have been about 45 lbs., but it would run
 up, the engine-tender said, to 47 lbs. or 48 lbs., the valve being weighted
 at 45 lbs., and the steam blowing off at 48 lbs. The accident hap-
 pened at about 20 minutes past 8 o'clock in the morning, when two
 heavy loads of stone were coming up the pit, and the engine was
 "getting weak for steam." The pressure was never allowed to get
 below 45 lbs. if it could be helped; for the engine would not work
 with a less pressure than from 40 lbs. to 45 lbs. It would work at
 35 lbs. only to lower cages. It was supplied with water by a donkey-
 engine, which had ceased to work at about a quarter of an hour be-
 fore the explosion.

The Select Committee on Steam-Boiler Explosions, to whose re-
 port reference was made in the Journal a fortnight ago, were fur-
 nished with a tabulated statement, showing the boiler explosions ar-
 ranged according to causes in periods of ten years since 1800. That
 table shows 936 accidents. Of these 259 are set down as uncertain
 in their causes. Eight are given as "from extraneous causes hav-
 ing nothing to do with the boilers," and the remaining 669 are clas-
 sified under the heads of "faults in original construction, faults dur-
 ing working, and faults of minders." To the first cause 200 are at-
 tributed, to the second 180, and to the third 289. Thus, so far as known
 causes are concerned, the bulk of the blame for boiler explosions
 must rest with the minders. We have not to do at present with the
 individual responsibility arising out of the two accidents which have
 just occurred. Still it cannot be omitted that the accident at Walker
 clearly points to a state of things in connection with the getting up
 of the steam that require rigid investigation. To the extent of the
 money which the proprietors will receive from the assurance com-
 pany they will have been benefited by having placed their boilers
 under independent care. The inspector seems to have done his duty.

Providing that the repairs had been well done, there can be no doubt
 the boiler, after putting in the new plate, must have been stronger than
 it would have been if only new rivets had been used to stop the leak-
 age. And to that extent the boiler proprietors were benefited by the
 recommendation of the assuring company. But whether a new plate
 or new rivets had alone been used, the event shows that the boiler
 in being again set to work would have been subjected to treatment
 which has now destroyed it. It transpires, it will have been noted,
 in connection with the accident at Tunstall that the engine-tender
 found it difficult because of weakness of steam to get out of the pit
 the two heavy loads of stone which he was drawing. Whilst there
 is the testimony of Mr. JAMES MARSHALL, the engineer of the Chat-
 terley Company, that all the valves on the eight boilers would lift
 before the pressure could get to 50 lbs., still it was made known dur-
 ing the examination before the coroner, which has already taken
 place, that "MARSHALL always grumbled if they worked at a higher
 pressure than 50 lbs." Some time ago attention was drawn in the
 Journal to the explosion of a boiler at a time when, by the prema-
 ture taking off of one of two boilers, extra steam had to be got from
 the one which was left at work, in order that a load of stone might
 be got from a pit at a time when the engine-tender thought that his
 work had been done.

Against the state of things which would seem to be indicated
 in these two accidents no legislation can provide, short of that
 which entails heavy punishment upon people who neglect the fear-
 ful responsibilities which belong to those having the care of steam-
 generating apparatus. The investigations which have begun in each
 case we shall watch to their end with much interest. It may well
 be hoped that the result of the coroner's enquiries will assist the
 country to a somewhat more sensible extent than has hitherto marked
 investigations of this character. Our hope is based upon the infor-
 mation which will be supplied by the gentlemen who have been en-
 trusted with an examination of the circumstances which have led
 to the disasters.

THE IRON TRADE OF SCOTLAND.

PIG-IRON WARRANT STORES.

After all has been said and done, Scotland is worthy to stand in
 the first rank as an iron-producing country. Its importance in this
 respect is not always fully recognised, and yet more pig-iron is pro-
 duced within a radius of sixty miles around Glasgow than Cleve-
 land, South Staffordshire, or Wales can respectively lay claim to.
 The progress, too, of the Scotch iron trade has kept pace with the
 advancement of the same industry in other parts of the kingdom.
 It is true that there is no instance of industrial development in the
 West of Scotland strictly parallel with the case of Middlesbrough
 —that town of such rapid growth; but while Middlesbrough has
 risen during a course of thirty years to be a thriving and busy mercan-
 tile community of some 35,000 souls, Glasgow has added a full third
 to its population, and continues to develop in a ratio which is al-
 most unprecedented within Her Majesty's dominions. It would be
 unjust to seek to ascribe this wonderful progression to the iron trade
 alone. A multitude of causes have operated to produce the general
 result, but the iron trade has had a great deal to do with it. Few
 towns carry on a greater variety of manufactures than Glasgow, but
 most of them bear some affinity to, or are to a great extent dependent
 upon, the iron trade. Under these circumstances it is perfectly ob-
 vious that anything having an important bearing on the iron trade
 of Scotland must affect to a greater or less extent the welfare of its
 commercial capital, and may also fairly be expected to influence the
 position of our staple industry in other parts of the kingdom.

There are several reasons why we are inclined to attach special
 importance at the present time to the Glasgow pig-iron warrant
 stores. They are generally a good, if not always a certain, indica-
 tion of the state of the trade throughout the West of Scotland. The
 amount of stock in store is regulated by the demand for the raw
 material. When the trade is brisk and the demand active stocks
 are sure to diminish; when there is a want of speculation and low
 quotations, stocks are equally certain to increase. The warrant
 stores at Glasgow are by many degrees the most extensive in the
 world; and, therefore, their influence on the trade, and *vice versa*,
 must be proportionately great. But, apart from this, the subject of
 the warrant stores at Glasgow is just now possessed of peculiar in-
 terest to the iron trade generally, from the fact that a movement is
 on foot in the Cleveland district—at least, it has been recommended
 by one of the principal iron merchants in Middlesbrough—to get
 the stores in the latter town placed under the management of the
 Messrs. CONNALL, of Glasgow.

It is now upwards of thirty years since Mr. CONNALL commenced to
 store pig-iron. Like many other undertakings that have risen to
 gigantic dimensions, Mr. CONNALL's concern had a small beginning.
 The then producing power of the West of Scotland bore a very small
 proportion indeed to the immense output of the present time. Things
 prospered, however, in Mr. CONNALL's hands, and about sixteen years
 ago he opened the General Terminus Store, on the south side of the
 river, where there is now seldom less than 200,000 tons. As his con-
 nection improved, and the tendency of brokers to speculate in "pigs"
 increased, Mr. CONNALL found it necessary to extend his borders, and
 seven years ago he acquired a considerable extent of ground at Green-
 bank, where an auxiliary store was opened. Since then he has opened
 stores in "the plantation," in Wellington-street, and at Mavisbank
 —the latter store having been opened within the last twelve months.
 Besides these various depôts Mr. CONNALL has an extensive store at
 Port Dundas, on the banks of the Forth and Clyde Canal, along which
 cargoes are easily taken for shipment at Grangemouth, Leith, and
 other places. About 100,000 tons are stored in the Port Dundas depôt.

Regarding the system of storing adopted by Mr. CONNALL little need
 be said. To those, however, who are not acquainted with the salient
 features of the Glasgow pig-iron trade a few words of explanation
 may be acceptable. It is generally known that a greater amount of
 speculation is carried on in the Glasgow pig-iron market than any-
 where else. The brokers go to the various works in the district and
 buy so much pig-iron, which until they can find a customer they
 place in Mr. CONNALL's warrant stores. When the iron is placed in
 Mr. CONNALL's hands he gives the broker a warrant whereby he can
 lift cash upon it. The warrants may thus remain untouched for an
 indefinite period. A customer may turn up next day, and the broker
 may not be able to effect a transaction for years. On the occasion
 of a recent visit we saw some iron that had lain in Mr. CONNALL's
 General Terminus depôt for upwards of 12 years. The iron was al-
 most as black as pitch, and—through the accumulation of rust, and,
 may we not add, long companionship—the "pig" had become so
 attached to each other that they could with great difficulty be sepa-
 rated. In proceeding to store the iron, Mr. CONNALL does not keep
 the various brokers' parcels separate. This system was some time
 ago tried by the Forth and Clyde Canal Company, who have a war-
 rant store at Oakbank, but it was found to be attended with so much
 labour, and covered such an extent of ground unnecessarily, that it
 was abandoned in favour of the plan adopted by Mr. CONNALL. The
 latter builds the "pigs" in stacks of 100 tons each, and while no re-
 gard is paid to the separation of the warrants belonging to, or given
 in, by the various brokers, care is taken to keep the different brands
 distinct, so that the broker can obtain at once any parcel he may
 require for shipment. Thus the Gartsherrie iron is stored in one part
 of the yard, the Carnbroe in another, the Govan in another, and so
 on. Ascending to the top of one of these stacks a curious spectacle
 meets the view. Stretching away in the direction of "the plantation"
 for about a quarter of a mile nothing is to be seen but the cold, dark
 grey "pigs," built on a dead level, and resembling nothing so much
 as a peat bog. Here one would almost imagine was iron enough to
 meet the requirements of the whole world for years to come. Whole
 acres of pigs, closely built together to the uniform height of 18 ft.,
 ought certainly to go a long way, and yet the vast accumulation be-
 fore us is but a drop in the bucket compared to the annual "output"
 of this great district.

We have already said that the warrant stores were, to some ex-
 tent, a fair indication of the state of the pig-iron trade. The history
 of Mr. CONNALL's stores is a startling proof that such is the case.
 During the great commercial panic of 1866, when the "bulls" and
 the "bears" seized upon 'Change, and carried matters with such a
 high hand, the pig-iron trade got into a state of complete stagnation,

Confidence was banished, quotations dropped to an unremunerative
 point, and brokers who could afford to wait for better things rushed
 to the warrant stores with the raw material. The consequence was
 that when Mr. CONNALL next took stock he found that he had in
 store the unprecedentedly large quantity of 460,000 tons. When the
 inevitable reaction followed, the brokers took out 260,000 tons be-
 fore they halted, and the stock in store was thus reduced to a point
 below what it had occupied for years before. It should be remem-
 bered, however, that this unexampled demand upon the warrant
 stores did not arise altogether from or represent a parallel improve-
 ment in the state of the trade generally, for a number of the fac-
 tories had been blown out during the panic, and the manufacturers
 being thus unable to complete the orders of the brokers, the latter
 had to fall back upon the stores. At the beginning of the present
 year the stock in Messrs. CONNALL and Co.'s stores stood at 320,000
 tons. At the present time it is 413,795 tons, indicating the well-
 known fact that during the period that has intervened the demand
 has not kept pace with the production of the district.

Such firms as JOHN E. SWAN and BROTHERS, JAMES WATSON and
 Co., W. COLVIN, A. BOST and Co., THEODORE HARTZ, and H. L.
 SELIGMANN, store with Mr. CONNALL on a large scale. Of course the
 whole of the principal iron works in the West of Scotland supply the
 brands, the largest manufacturers being the Eglinton, the Gartsherrie,
 the Clyde, the Monkland, the Summerlee, the Shotts, and the Col-
 lerness iron works. From his General Terminus depôt Mr. CONNALL
 has unexceptionable facilities for shipment to all parts of the world,
 he is only a few yards from one of the finest wharves on the Clyde.
 Seldom a day passes that some warrants are not put into and taken
 out of store; and, so far as present appearances go, the enormous
 stock in Mr. CONNALL's hands is rather likely to increase than dimi-
 nish. We incidentally alluded to the fact that the Forth and Clyde
 Canal have a warrant store at Oakbank. The stock, however, with
 which the canal company is entrusted is a mere bagatelle compared
 with that we have just been describing, and amounts at the present
 time to some 16,930 tons.

REPORT FROM SCOTLAND.

Sept. 21.—Our Pig-Iron market is now waiting the result of the
 war, with holders holding obstinately, and purchasers shying till the
 course of events is better developed. The market keeps steady, at
 the present low quotations. A merchant who left for the Moors a
 few weeks ago, having just returned, found the market rate at the
 same quotation as he had left it. Business is confined to legitimate
 trade, which occasions considerable irregularity, some days not a pig
 being reported, while on others a considerable business is done. The
 make is also much in excess of the demand, nearly all the available
 furnaces being in blast, and the masters seem to have some repug-
 nance to blowing-out. This is necessitating stacking in massive
 stores to an unusual extent; but then there is hope that the war at
 an end and the demand for pig and finished iron would be something
 considerable. The closing prices of pigs last week was 51s. 8d. cash, and
 52s. thirty days. This week the opening prices were unchanged, but a
 considerable business was done at 51s. 8d. cash, 51s. 9d. eight days,
 and 52s. one month. Yesterday business was done at 51s. 9d. cash,
 closing steadily at this quotation. To-day there were a few transac-
 tions at 51s. 10½d. to 51s. 9d. cash, and 52s. 1½d. one month, closing
 rather sellers 51s. 9d. prompt and 52s. 1d. one month. Coltness and
 Gartsherrie, 60s.; Summerlee, 58s.; Glangarnock, 55s. 6d.; Eglinton,
 52s. The shipments of the week were 10,650 tons, against 13,910 tons
 in the same week of 1869; which makes a decrease on the week of
 2160 tons, and in the year to date of 36,148 tons. For Manufacturers
 Iron there is a better demand, and prices of all descriptions are firm,
 with the single exception of plates, which can be bought, perhaps,
 10s. per ton under list price. Nail and rivet iron in some demand,
 and we have had some good shipments of railway material, pipes, and
 hollow ware. Copper-workers are busy, and brassfounders are very
 fairly employed.

The Coal Trade is about an average for shipping quantities; but
 complaints of inadequate prices are numerous, and we are sorry to
 say well-founded. The quantity shipped foreign and coastwise for
 the week just ended were 27,644 tons, against 23,455 tons in the cor-
 responding week last year. The miners of Banknock Colliery, near
 Denny, who struck work about 10 weeks ago for an advance of wages,
 have resumed work at the old rate. The feeling amongst the miners
 —agitators excepted—is to work quietly, knowing masters are selling
 low, on account of the competition for orders.

The local press is being favoured with communications from vari-
 ous parties, complaining of the inaccuracies of witnesses examined
 before the Truck Act Commissioners, and controverting their state-
 ments. It looks as if the evidence produced to the Commissioners
 would require considerable winnowing before it is fit to be produced
 for public inspection; and if it is subjected to such a process, there
 are reasons for supposing that the winnowing will reveal that it con-
 tains a great portion of valueless "chaff."

We understand that another contract for the Peninsular and Ori-
 ental Company has been taken in the Clyde this week. The vessel
 will be of 3700 tons, and will be engaged by the builders.

REPORT FROM THE FOREST OF DEAN.

Sept. 21.—The trade of this district, on the whole, continues very
 good. At the Lightmoor Collieries the demand for coals is in excess
 of the supply, and some of the persons connected with that work have
 reported that more hands are required there. As the season advances
 the colliery proprietors and merchants will reap their annual harvest,
 which means, of course, that the largest quantity of coal will be
 forced into the market at the greatest price. Some of the blast-fur-
 naces have more orders on hand than they can attend to, and we be-
 lieve that one was obliged to positively refuse other orders, having
 their hands full up to the end of the year.

Mining operations are progressing in some quarters slowly. The
 sinking being conducted at Mr. Barret's Fairplay Mine appears to
 go on but indifferently, having only sunk 40 yards since it was
 commenced. The depth of the Edge Hill Iron Mine is 180 yards,
 and that of the Fairplay 160 yards; there is, therefore, only 20 yards
 to be sunk before they may expect an additional quantity of water.
 The depth of the Fairplay Pit is put down at 400 yards before the
 iron ore bearing measures are attained, but there is some reason to
 believe it will exceed that depth. We never exactly saw the wisdom
 of placing the shaft so near the outcropping as they have done, for
 as the fall of the surface is with the dip of the measures that
 pit to command a much greater area could have been sunk to the
 measure at a depth not very far different to that which will be en-
 countered in their present position. There is a large and valuable
 tract of awarded mineral property to the dip of this work, and it is
 a great pity men do not consider the general good while getting up
 works which are required, as in this district there is a strong inde-
 pendent party who would develop the large tracts now lying waste.
 A general pumping company is wanted, and this is a weighty subject,
 and well worth the attention of spirited men of capital. No doubt
 can be entertained of the success of such an enterprise, as an area
 of iron ore bearing measures would be laid open, and, consequently,
 a large and constant supply would be available, either for direct
 smelting operations or for selling in the adjacent districts of Wales
 and Staffordshire. While on this subject it may be well to state that
 in such an undertaking a *bona fide* knowledge is desirable, as there
 are very rich places, and also places of no importance whatever, for
 generally speaking, rich and barren places occur alternately. The
 iron ore does not occur, and cannot be found, in every place of a
 quality and quantity. This fact is illustrated very forcibly at the
 Park Hill Iron Mine Level, near Whitecroft, where about 21,000 lbs.
 have been spent in driving exploring headings, but hitherto no ore in quan-
 tity has been discovered. There does not seem to be a very favour-
 able impression entertained of the neighbourhood in which the Park
 Hill Mine is situated. This property was put up for sale on the
 16th inst., but the Forest proprietors had not sufficient confidence
 in it to enable them to offer such a sum as the owners could have asked.
 The mine was, therefore, bought in. It is believed by persons who
 have devoted many years to iron mining in this district that the
 sequence of the general barrenness, and the unusually discouraging

The party were here met by Mr. R. C. Webster (the company's mining engineer), who at once very kindly laid all the plans and drawings of the colliery and mine, which were presented before the visitors. The Hafod deep pits are 620 yards deep, being the deepest pit in the Principality, and occupied four years to sink. They commenced in the Permian strata, and are composed of the lower New Red Sandstone. About 200 yards in thickness of these beds was passed through before reaching the coal measures proper, the upper portion consisting of sand and shingle, being charged with a very large quantity of water, and necessitated the introduction of 60 yards of cast-iron tubing, but which has now rendered the shaft quite dry. These pits are intended to work out about 1200 acres of the best yielding and deepest of the colliery, and numerous gables, which are now being sunk with a view of increasing the output. The pits are 12 feet in diameter, and have been sunk through about ten workable seams of coal; and considering the immense winding power, surface appliances, and size and depths of the shafts, it may be considered the largest coal-winding plant in North Wales. The winding engines consist of one pair of horizontal high-pressure direct acting engines (coupled), with 44-in. cylinders, 6-foot stroke, and 18-foot drum, built by Messrs. Maudslays, of Bolton; and one pair of horizontal high-pressure direct acting engines, with 36-in. cylinders, 6-foot stroke, and 17-foot drum, built by the Vulean Foundry Company, of Newton-le-Willows, the whole worked by 12 cylindrical boilers, 35 feet by 5 feet 6 in. in diameter. The wire-ropes are flat, 6 in. wide, 700 yards long, weigh 6 tons 10 cwt., and cost about 350*l.* each. The pit frames, or head stocks, are 72 feet high, to the pulley level, and are built 12 feet in diameter, and weigh 3 tons each. The pits are geared up with eight wire ropes, conducted in each shaft, which are wound on wrought-iron cages, carrying three tiers of tubs, two tubs on each tier, or a net weight of coal, per journey, of 3 tons; two winding ropes in each pit; and the time occupied in fetching a load (down and up again) is two minutes, so that 900 tons can be raised in the day of 10½ hours out of the 620-yard pit. No. 2 pit is raising main coal from a 500 yard level, runs two ropes, two tier cages, with two tiers of tubs, and is able to produce about 1½ tons per journey, and can raise the same quantity per day as No. 1 pit, of 900 tons, out of the two pits, or 1800 tons per day. The wire guide ropes are kept taut by hanging 3 tons of dead weight on the end of each rope. The pits were sunk in the first instance to the depth of 500 yards, with an horizontal high-pressure engine to each pit, of 29-in. cylinder, 4-ft. stroke, wheels two to one, and 9 ft. drum, and, subsequently, "bottomed" with the present winding engines. This magnificent plant has been put under the able superintendence of Mr. R. Webster, the company's mining engineer, and, for practical utility, called forth universal remarks of commendation.

The party, after ascending the pits, partook of luncheon, and proceeded to the queen of wales, Llangelion, distant from the colliery about six miles. *En route* was to be seen that noble structure by Telford, the Pont-Cysylltu Aqueduct, which carries the canal over the River Dee, as also the great viaduct, carrying the Great Northern Railway over the hills. At the summit of the slate quarries at Llangelion, the party, seven miles, brought the party to Chirk Castle, the fine baronial mansion of Colonel Biddulph. After having a splendid view of the surrounding scenery from the top of the castle, the party made an inspection of the interior, including the grand saloon picture gallery and state apartments. The party having sojourned at Llangelion, on the Monday night, proceeded by their special saloon to Bagillt near Holywell, on the North Wales coast, to inspect the famous Bettisfield Colliery sinking, where, by the aid of a new pneumatic apparatus, the shaft is being sunk to a depth of 1,000 feet below sea water, and is now proceeding in the coal measure with great satisfaction.

The visitors arrived at Bagillt Station at 10 o'clock on Tuesday morning, where they were met by Mr. J. T. Johnson, the resident mining engineer, who very kindly laid before the visitors plans of the intended colliery, and drawings of all the pneumatic sinking apparatus, which but too clearly demonstrated the great difficulties that had to be so successfully overcome. This colliery consists of a horizontal seam, dipping to the right, and is owned and worked by a small private company of great wealth. The coal lies in a thin bed, and the seam recovered lies under the estuary of the River Dee, and is in the deep of the old worked-out portion of the colliery. The coal remaining to be got under the estuary of the River Dee runs between two parallel lines, about one mile in width, to the centre of the channel, rather more than half way to the Cheshire coast, a distance seawards of two and a half miles, with a dip in the seams of one in four, and it is confidently expected that the coal will be found to extend to the shore of the river, and that Mr. Galk, who is a shareholder in the surface. For forty years Sir John Hanbury has had the right to the coal under the "for-shore" has been disputed by the Crown, but it having been decided in his favour the present enterprise has been undertaken by a few spirited capitalists, and we hope that their arduous task may be handsomely rewarded. We heard that the cost of the top portion of the shaft has been at the rate of about 1000*l.* a yard. In order to get a site on which to sink this pit it was necessary to bank off a portion of the sea by a strong wall, which done the new pit was commenced on the 1st of May, and the shaft was sunk to a depth of 100 fathoms, and 19 feet of gravel containing large boulders, and the whole full of sea water, and it was through this saturated sub-soil the pit had to be put. The pit top, until it was raised, was under the level of high-water mark.

The first operation it appears, was to build a cylinder of brickwork, 3 feet thick, with cement, upon a circular iron driving shoe, and 20 ft. diameter in the clear. This cylinder of brickwork, by adding on to the top of it, and by otherwise weighting it, was pressed into the sand until 69 feet of the cylinder was pressed into the beach. As much as 800 tons of dead weight was applied on the top of it, until, what with the external pressure, and the resistance of some huge boulders against the driving shoe of the brick cylinder, further progress was stopped. Then the lining of the cylinder was changed, and consisted of 10 ft. of less diameter of shaft than the brick cylinder, until the shaft reached the laminated coal measures, upon which the ordinary wedging curb is now placed, and the shaft comparatively dry. During the time of the pressing down of the brick cylinder, and putting in the cast-iron tubing, the earth from the inside was got away by the aid of the pneumatic apparatus, without pumping the water out; or, in other words, the sinking was done under water. The pneumatic apparatus consists of a powerful air-pump and cylindrical tube of cast-iron, 6 feet in diameter, put together as the sinking of the shaft proceeded in 6-feet lengths, with an entrance valve door at the top, through which the sinkers had to pass to their work. The men once inside the tube, and the air-pumps set to work, the water was immediately forced out of the tube, so that the men could descend to the bottom of the lake, and pass down the length of the bottom of the tube, which was made to rest on the debris to be removed, when the men went at once commenced to sink it. In this tube the

By this means working with lights, and aided by divers working entirely in the dark under water, the cast metal tubing was placed, after which the water was pumped out, and kept out of the inside of the shaft by two 18-in. pumps—2 ft. stroke—working 18 strokes per minute. Workmen were then sent down to perfect all the joints, and render it water-tight, and in a short time this will be effectually done. The pressure of the air in which the workmen at one stage of the sinking had to work in was as much as 30 lbs. to the square inch, and some of the workmen suffered inconvenience. The sinkers worked four-hour shifts (per day), 4, or four hours; the divers worked four-hour shifts (per day), 16, or 208, per day, and the pump has completed about two and a half its sinking, and the shaft is now down about 160 yds. deep, and the water level is 17 ft. 4 in. below the surface, but, as long as the regular stratum is reached the sinking will proceed rapidly. The shaft is now down about 40 yards, and will be 17 ft. 4 in. in the clear when finished, and about 160 yards deep to the five yard coal. This important sinking has been conducted by Mr. John Thomas Woodhouse, the eminent mining engineer of Derby.

* This spring is said to discharge 30 tons of water per minute

REPORT FROM DERBYSHIRE AND YORKSHIRE.
Sept. 22.—A fair business is being done at the iron works in both

the northern and southern parts of Derbyshire, whilst the number of furnaces in blast is considerably larger than at almost any previous time. The foundries are doing well, more particularly in the production of pipes. Some of the lead mines are now looking healthier than they have been, and the production at Eyam is improving. The large concern near to Wirksworth promises well, and will be of considerable benefit to the locality by finding employment for a large body of workmen. Thanks to the enterprise of Mr. Wase, lead mining in Derbyshire shows symptoms of recovering from something like a blight which has overcast several of the districts which were formerly very productive. The demand for House Coal is gradually improving now that autumn has set in, and a large tonnage is being sent from Clay Cross, Staveley, Eekington, and other important colliery centres to London. The war on the Continent has kept up the demand for steam coal from the Yorkshire ports, and Grimsby being favourably situated for the Shire-oaks and the Derbyshire, it is a good deal to have been sent there. The shipments of this article has been of a very good character, and the demand is very large, for France, although owners have recently shown an indisposition under existing circumstances to do much on French account, unless on certain specified conditions. Now that the blockade of the Elbe has been removed it is expected that a rather large and immediate trade in coal to Hamburg will be the result.

The heavy branches of the Sheffield trades continue active, the armour-plate mills being worked to their full extent, some considerable orders being in hand on Government account. The production of railway material has in no way decreased, whilst the Bossmers works are as busy as they well can be. Cutlery goods are rather quiet, more particularly in some of the lighter departments. In the Rotherham district a fair business continues to be done at the iron works, with an improved demand for coal generally. At Thorescliffe matters are fast assuming their former prosperous state, and so far work has been carried on without any disturbing influences. The extensive foundries of the firm are in full operation, and a large number of orders for gas and water pipes, as well for stove and other castings. The collieries are also kept well going, and a large number of the old hands are now fully employed, whilst a very large increase in the output of coal is expected to take place, so that the pits of Messrs. Newton, Chambers, and Co. will become amongst the largest and most important in the West Riding.

The demand for Steam Coal from South Yorkshire is still animated, and a good deal is being sent to Hull and Grimsby for shipment. To London also there is rather more doing, although the rate charged perforce by the Great Northern Railway Company prevents the extension of operations in that direction which would otherwise take place. As might have been expected, the decision of Sir J. Karslake, by which it was held that the Great Northern Railway Company was not entitled to force its traffic to London, has been a great disappointment to the South Yorkshire colliery owners, who are about to hold a meeting on the subject, with a view to adopting some measure by which the produce of their pits can enter the metropolis at something near the rate charged by the Midland Company from the Derbyshire coal fields. Efforts are also being made to ensure for the Manchester, Sheffield, and Lincolnshire Company a uniform rate from all the collieries in the district near to Barnsley, and so doing away

with what is termed a "drawback," or a reduction of rate where a certain maximum quantity of coal is sent from one colliery. This is felt as unjust by those owners who do not send so much by the line named.

SOUTH YORKSHIRE ASSOCIATION OF FOREMEN IN THE COAL AND IRON TRADES.—The inaugural dinner of this association, which has been formed for the purpose of bringing together for the interchange of opinions and the elucidation of all matters of interest to those having the management and control of the workmen connected with the colliery and iron works in South Yorkshire, was held at the Wellington Inn, Barnsley, and was largely attended by an influential party from various parts of Yorkshire and Lancashire. Amongst those present were Messrs. Needham, Quarriers, and Ball, proprietors of the Railway Foundry, Barnsley; Messrs. Haynes, Lawton, and Ford, proprietors of the Hall Road Collieries; Mr. Robinson and Mr. Jump, Atlas (Sir J. Brown's) Works, Sheffield; Mr. Bowers, Park Bridge Iron Works, Oldham; Mr. Jackson, Silestone Fall Colliery; Mr. C. Beevor, Hlgam Collieries; Mr. Lister, Monk Bretton Colliery; Mr. Ratcliffe, Doncaster; Mr. Hawcroft, Woolley Colliery; Mr. Longley, Willow Bank and North Gawber Collieries; Mr. J. Kenworthy, Barnsley; Mr. Ralston, Mr. T. Smith, M.B., &c. An excellent dinner was provided by Mr. Nixon, and gave the greatest satisfaction.

Mr. W. SMITH (the Chairman), in giving the toast of the evening, "Success to the Association," remarked that the Association, which had started under the most favourable auspices, would be found not only a benefit to those belonging to it, but of advantage to the workmen who served under the members, and to the employers as well; and he believed, would be the means of preventing many of those disputes which were so disastrous to all connected with them. That such would be the case would be seen from the following preamble attached to the rules, and which stated: "The Association was established for the purpose of bringing together those engaged in the direction and superintendence of the various works connected with the trades they were connected with; for mutual improvement, increase of acquaintance, and for promoting more frequent exchange of opinions on interesting questions constantly arising from the progressive nature of their trades. Also for bringing under the notice of the members any subject or invention which from its novelty, usefulness, or otherwise may be instructive or interesting. Further, to grant pecuniary assistance to such members as may require it, by providing superannuation allowance, and rendering aid to members who through an accident may be unable to follow their usual occupation. Likewise to assist members who are unemployed to procure suitable situations. The committee hoped that, being middle men between employers and workmen, the Association might be the means of averting many of the disastrous strikes which take place. The Association would not on any occasion discuss the politics of their trades. It would have no secrets, but rather conduct publicly. Its objects were purely and solely philanthropic and instructive, and it essayed to assist its members in creditably filling the important posts confided to them. Ordinary members would consist of foremen having the control and superintendence of the workmen connected with their various departments, and honorary members of employers, mining engineers, and the gentlemen who might be desirous of furthering the objects of the Association." The Chairman then proceeded to say that he had recently made an enquiry whilst in Glasgow relating to the working of a similar Association, and found that the one there, which had been started by two men, now numbered 340 members, whilst one at Greenwell, which commenced with 10 members, had now 600. As the South Yorkshire Association had been started under the most favourable circumstances he had no doubt it would be eminently successful, and be the means of doing a great deal of good. Mr. HAWCROFT responded to the toast, and said the Association had been commenced by three or four men, and had met with an amount of success much greater than had been anticipated. Mr. QUARRIERS (President) said the Association had been formed on the same basis as those in Leeds, Sheffield, and other large towns, recognised centres of the coal and iron trades, the principal object being the welfare of the members, and the fostering of a good understanding between employers and employed. Several other toasts were given and responded to, and the party did not break up till a late hour.

REPORT FROM MONMOUTH AND SOUTH WALES.

Sept. 22.—Future prospects of the Iron Trade are not, as a rule, considered so discouraging this week, and it would seem that a more cheerful tone prevails at both the iron works and in the markets. This better feeling, however, can scarcely yet be said to have developed any appreciable addition in the demand either on home or foreign account, but it has partially removed some of the anxiety felt as to the position of the trade during the winter months. There is a hopeful feeling in reference to the future, which was not discernible a week ago, no doubt attributable in a great measure to the peace negotiations going on, which, if successful, will ensure activity at the works throughout the winter months. There is a strong belief that the negotiations will succeed, for it is evident that even the vast resources of Germany and France have been so drained, that the popular feeling will ere long compel a peace to be made. As announced in previous reports, it is fortunate that the great firms of the district had succeeded in placing upon their books some fine contracts before the war broke out, and, consequently, have been at no loss hitherto in finding ample employment for all hands. Engagements are being pushed forward with the greatest possible speed, and the quantity of iron turned out is larger than for some time past; while the shipments from the local ports are large. In a few weeks the close of the Baltic season will take place, and during the interval there will be heavy shipments to that quarter. If peace is restored, it is believed that about the middle of the year large Muscovite contracts will be forthcoming, so as to be prepared for shipment early in the spring. These expectations appear well founded, for before the vast network of railways mapped out in the Muscovite empire is completed, very extensive supplies of iron will be required. Russian contracts have precedence now, in order that they may be delivered in proper time, before the close of the season. To the United States and the colonies the exports have not been so extensive of late, but preparations are being made for greater activity. The home market is getting more animated, and the value of money is increasing. Pig is without change. The Tinplate Works are in moderate employ, the increased cost of the raw materials being still the subject of general complaint.

The position of the Steam Coal Trade is about the same as last week. The increasing activity of a fortnight ago is scarcely maintained, the exports to several of the French markets having to a slight extent fallen off. Taking the trade altogether, it may be said that the collieries are tolerably well employed. For home qualities the demand is moving as winter approaches.

The arrivals at Swansea include—the Mountaineer, from Santona, with 138 tons of calamene and 8 tons of lead, for Richardson and Co.; Ada Letitia, from Bilbao, with 147 tons of iron ore, for R. Dunlop; Nantlle, from Morlaix, with 50 tons of pitwood, to order; Eagle, from Rouen, with 190 tons of gypsum, for Vivian and Sons; Nalad, from Bilbao, with 235 tons of iron ore, for H. Bath and Sons; Aurora, from L'Orient, with a cargo of pitwood, for G. Tinsington.

THE APPEAL CASES OF THE MESSRS. VIVIAN.—The appeal cases of the Messrs. Vivian, heard at a Special Court of Quarter Sessions at Swansea a few days since, formed the subject of a discussion at the last weekly meeting of the Board of Guardians of the Swansea Union. The report was brought up from the Assessment Committee, which stated that the assessment of Mr. Llewellyn Davies, the value of the Union, not having been assented to by the Messrs. Vivian, the committee had called in Mr. Foster Brown, Mr. Huxham, Mr. Roe, and Mr. Hedley as professional valuers, and these gentlemen had assessed the works at 1100*l.* less than Mr. Davies. An offer was thereupon made to the solicitor of the Messrs. Vivian to reduce the assessment of Mr. Davies by the 1100*l.*, but that offer was refused. The case was thereupon taken to Court, and after three days hearing an arrangement was come to by which the sum of 1400*l.* was taken off the assessment of Mr. Davies, and the Court, considering this a substantial reduction, ordered the Union to pay the whole of the costs. The report of the committee also stated that the old assessment was 2911*l.* 1*s.* 8*d.*, whereas the Messrs. Vivian now agreed to pay upon 5523*l.* 10*s.*, being an increased assessment of 2671*l.* During the discussion which ensued upon this report a member of the board stated that he had seen it reported in the *Mining Journal* of the previous week that the costs of these appeals would amount to 1200*l.* or 1500*l.*. Mr. J. D. Llewellyn asked whether that amount would cover the costs?—The Chairman said that the costs had not yet been ascertained, but they could not be very small, as the whole of the works had to be assessed by professional valuers; but he should not think they could be so heavy as stated. Mr. Thomas Hopkins thought that the Assessment Committee should have depended more upon the valuation of the professional valuers than upon that of the Union valuer; and also that if the Court had been made aware of the fact that the Messrs. Vivian had been offered to reduce the assessment of Mr. Davies by 1100*l.*, and that they had refused such offer, that then the Court could not have ordered the costs against the Union, for then the reduction would only have been 300*l.*, which would not have been a "substantial amount." Considering the magnitude of the works.—The Chairman said that the Court of Quarter Sessions had been made aware of the whole of the facts alluded to by Mr. Hopkins, and yet they had ordered the costs to fall upon the Union. The report of the Committee was then adopted, the hope being expressed now that these cases of the Messrs. Vivian had been arranged that the Assessment Committee would continue their efforts, and endeavour to get the whole of the Union assessed upon a fair and equitable basis.

THE TRUCK SYSTEM IN SOUTH WALES.—Intimation has been given that the Commissioners appointed by Government to enquire into the operation of the Truck Acts of Parliament will assemble at Cardiff, on the 27th, in order to enquire into the practices which prevail in South Wales. If the Commissioners are able to get anything like accurate and reliable evidence as to the practices which now prevail in South Wales they will, no doubt, be in a position to present an extraordinary report to the Government. It is well known that some of the leading iron and coal companies have still what they call a "company shop," where immense profits are made through the working men being compelled to make their purchases there. The Acts of Parliament which have been passed from time to time in reference to truck are easily evaded, for it may be said that as a rule no workman is obliged to buy at the "company shop," but, on the other hand, the workmen well know that if they do not resort thither they would soon be dismissed from their employment. It is to be hoped that the Commissioners will succeed in obtaining reliable evidence as to the practices now carried on in this district.

MONMOUTHSHIRE STEAM COAL.—An important discussion took place at the Newport Chamber of Commerce on the Monmouthshire steam coal. The *Star of Gwent* thus comments upon the discussion:—"The main topic of discussion was with reference to the quality of the Monmouthshire steam coal, and the almost entire non-use of them for the purposes of Her Majesty's navy. This has long been a sore point, much talked about, and generally regarded as a grievance by both shippers and steam colliery owners. That an unfair preference is given to Glamorganshire and the North has long been alleged, and strong efforts have from time to time been made recently through the instrumentality of Sir J. Ramsden, the hon. member for the boroughs, but as yet with little or no success. Unquestionably the case made out at the late

meeting was one than which it was impossible to imagine a stronger in support of the claims of the Monmouthshire steam coal; and the fact that the proof of the superiority of our description of the black diamond are drawn from Government returns, renders it more difficult to conceive why it should be ignored by the purchasers for H.M.'s steamers. They cannot be unacquainted with the records of the results of experimental trials, and, not because it would benefit this district, but in the interests of the country, they should certainly provide themselves with an article which their own testashew to be unexcelled. If not unexcelled, the Monmouthshire coal is possessed of a less amount of ash and clinker than the North of England coal, a most important consideration, while the character of the smoke, an element of equal moment, is almost invariably spoken of favourably, as at least "light." A question as to the relative prices of the coal from the respective districts was raised; but that was conclusively disposed of—the Mayor roundly asserting that the best North of England coal could not be had at a cheaper rate than the Newport coal, while it was universally admitted that even if the cost per ton were somewhat lower among our Northern rivals, the difference was far more than met by the increased rates for freight. Thanks are due to Mr. Bladon for bringing the subject forward in the Chamber, and for his exhaustive, and as it would seem unanswerable, treatment of it. He appeals to the "inexorable logic of facts," and the inevitable conclusion is that Newport coals should not merely be placed on the Admiralty list, but that they should be largely purchased. Mr. Bladon, although, prudently enough, declining to accept the suggestion that there were "improper influences" at work, did, with others, sadly complain that the present system is not affiliated either with justice or fair play. There is ample ground for dissatisfaction and for loud murmuring; and these will not cease to be experienced and expressed until an alteration is effected. The Chamber adopted the wisest plan by appointing a practical and energetic committee to co-operate with our borough and county members in forcing the consideration of the subject upon the attention of Government. In truth, we know not that any other course was open to them; and we can but give utterance to a fervent hope, and, indeed, a thorough belief, that their combined efforts will be speedily successful in bringing about a more equitable distribution of orders for the steam coal for Her Majesty's steamers."

PREVENTING BOILER EXPLOSIONS.

The report presented at the meeting of the British Association for the Advancement of Science by the Committee appointed to consider the various plans proposed for legislation on the subject of steam-boiler explosions will remove several erroneous impressions which have hitherto existed. The experience of another year confirms the Committee's opinion that explosions are neither accidental nor mysterious, that they arise from the simplest causes, and may be prevented by the exercise of common knowledge and common care. The Committee finds, moreover, that the explosions are not usually caused through the neglect of the attendants. Starting with these bases, it is not difficult to conclude what is required, although it is not so easy to decide the best mode of securing the object in view. If boiler explosions be preventable, those who use boilers should be compelled to use every possible exertion to prevent them; yet, owing to the large extent to which the commercial welfare of the country is dependent upon the free use of steam, it is essential that the users of steam-power should suffer no unnecessary restrictions nor be put to any inconvenience that can be avoided. To Englishmen, governmental inspection is at all times detestable; and it is, probably, from the inherent aversion which exists against it that so little is effected by governmental inspection in those classes of industry where it has been introduced. Nor is the feeling at all unnatural, for it must be remembered that in those countries where official supervision is most rampant the freedom from calamity is no greater than in those where individual efforts alone are relied upon.

The case of boiler explosions is closely analogous to that of colliery accidents—a single calamity inflicts far greater pecuniary loss upon the owner than would pay for its prevention if the cause, afterwards ascertained, could have been removed. The unfortunate point is that the cause of an accident is always found in some unexpected place or overlooked circumstance, or in some relaxation of discipline, which has taken place so gradually as to be scarcely observable even to those most interested in preventing it. In this respect a small explosion has sometimes a really beneficial effect, as it causes the tightening up of discipline throughout the entire district, and sometimes far beyond it. In the case of official supervision, accidents can seldom be attributed to relaxation of discipline; but, on the other hand, it is almost impossible to fix responsibility, because that responsibility is so much divided. The most, then, that can be done is to throw the onus upon users of steam-power of proving that reasonable efforts were made to obtain a reliable boiler by the payment of a fair price and employment of competent manufacturers, that the time it has been in use has not been excessive, and that it has been properly examined and cared for whilst in use. Neglect of any of these matters should render the owner criminally responsible. The British Association Committee find that, putting it shortly, for every explosion due to the boiler minder through neglecting the water supply, &c., six are due to the boiler maker or boiler owner through making or using bad boilers.

The fact that notwithstanding the enormous amount of steam-power used in this country only 75 lives are annually lost in connection with it, might be accepted as conclusive evidence of the great care exercised; yet the knowledge that careful inspection and good discipline will prevent even these few deaths leads coroners' juries frequently to recommend (though it must be admitted that such bodies are usually most erratic in their recommendations) that Government should render inspection compulsory. The question as to the desirability of compulsory inspection did not come within the province of the British Association Committee, whose business was confined to ascertaining (the necessity of compulsory inspection being assumed) the plan most worthy of adoption for carrying it out. They consider that the proposition for having the inspection of all the boilers in the kingdom carried out by the Board of Trade would lack that elasticity which is necessary to conform to the convenience of the individual steam user. There would, they think, be a great danger of its hampering progress, and would certainly not find favour with the generality of steam users. A similar plan, but giving the power to town councils or other local authorities, was objected to because, although it might answer in a few favoured localities—that is, in the neighbourhood of some of the large manufacturing centres—it would not do so throughout the entire country. Another proposition is to hand over the duty of inspection and certifying all the boilers in the kingdom to divers authorised parties, such as accredited boiler makers, private inspection associations, and insurance companies. To this plan reference will be made presently. The fourth plan recommends that Parliament should enact that no boiler shall be worked unless periodically inspected and certified, at least once a year, as safe and trustworthy. It is proposed to leave the duty of compelling compliance with the Act to a National Steam Users' Board. This plan appears to have found favour with the Committee, though it certainly seems to be the most objectionable form of inspection that could be conceived. The fifth plan does not propose to enforce inspection directly by law, but to impose a heavy penalty on the occurrence of every explosion. The danger of this plan is very properly pointed out by the Committee—its liability to abuse is too great to justify its adoption.

If an entire examination be made once in each year, as suggested by the third plan, and if the precautions suggested by that examination be taken, there need be little fear of the occurrence of boiler explosions; and providing the Government undertake the prosecution of all who neglect to have these periodical examinations made, it certainly seems that all the advantages of governmental inspection would be secured with the least possible expense or trouble. Nothing more than *ex post facto* inspection is to be expected or desired; the existence of permanent inspectors is entirely unnecessary. It was shown in the evidence taken before the Select Committee that there are about 100,000 steam-boilers in the United Kingdom, and that, on an average, there are 50 explosions annually, resulting in 75 deaths and 75 injuries; thus, there is one explosion for every 2000 boilers at work. But small as is this proportion, it is reduced to about one-half by the exertions of the inspection associations already in operation; and although the connection of the boiler owners with these associations is quite optional, a very large proportion of the boilers in the districts where they exist are placed under their care. The Steam Users' Association, with 2000 boilers under their care, have had nine deaths from explosion in five years and a half. The Midland Steam-Boiler Inspection and Assurance Company, with 2000 boilers (now 2700) under their care, had nine deaths in five years, though the district in which the company operates is one notoriously fatal, the average, taking all the boilers, being one annually in 1220 boilers, and greater than in any other part of the kingdom. The Boiler Insurance and Steam-Power Company have been even more

successful than the Steam Users' Association, having had only 20 explosions in 11½ years, with 12,500 boilers under their care.

To arrive at the result of inspection it is simply necessary to compare the fatalities amongst the inspected and uninspected boilers. About one-sixth of the boilers are inspected, and the deaths are considerably below 2 per annum, whilst in the other five-sixths there are 73 deaths occur, showing the deaths to be more than twelve times as numerous in the uninspected than in the inspected boilers. Yet to place the uninspected boilers under Government supervision would probably not lessen the casualties in the smallest degree, because as the Committee declare, the Board of Trade inspection, which is the only system that would be other than *ex post facto* inspection (the "Safety of Parliament" inspection, the fourth plan, being absolutely identical in principle, but more complicated in detail), would lack elasticity to hamper progress, and never be voluntarily accepted; and because, as remarked by Mr. C. W. Siemens, we have not yet arrived at the bottom of the question of boiler explosions. Circumstances, which differed in the construction of the boiler, the water employed, the mode of working, and it is, therefore, difficult to assign general reasons for the explosion of boilers, and still more difficult to draw rules by which boiler explosions could be actually prevented, unless they limited the construction to one or two distinct types. This is a country with any pretensions to industrial greatness would, of course, be impracticable, so that the only conclusion that can be arrived at is that Government inspection is undesirable, but that neglect to procure entire inspection of a boiler at least once in each year by a competent person, not in the ordinary employment of the boiler owner, should be visited by the heaviest penalties in case of an explosion taking place.

THE BLAST-FURNACE.

An admirable adaptation, for it is really more than a translation, of Schinz's celebrated work on the Blast-Furnace* has just been completed by Messrs. Maw and Müller. It must be understood that Mr. Schinz is not a practical metallurgist, and has a comparatively meagre acquaintance with even the technical expressions common in iron works, which accounts for his assertion concerning Prof. Turner's opinion upon Rachette's furnace, expressed at the International Exhibition of 1862, when he said that "the advantages of this furnace consists chiefly in the better distribution of the blast." This sentence Mr. Schinz considers "had in itself no sense," yet he complains of being accused of having written with an astonishing self-consciousness, with a proud assurance, and with a disregard of the opinions and studies of well-known authorities, and expresses surprise that practical men do not even care for his disapprobation. Mr. Schinz admits that some of the works recommended to him as likely to give him some slight idea of the science of metallurgy, and which he seems to have since read, contain most valuable information, but he thinks that this branch of industry has not kept pace with the advance of science, because a true scientific action, either of the quantities or intensities of the calorific, mechanical, or chemical actions which go on in the furnace, is not to be found, although, as he considers, it is the only means by which facts can be made useful, and systematically arranged.

The researches undertaken by Mr. Schinz have been carried on with great perseverance, and at considerable expense, during six years, and, judging from the volume under consideration, he certainly appears to have made some highly important discoveries. The products of combustion, he has discovered, are modified by the extent of the area of contact which the fuel offers to the oxygen during the unit of time, the temperature of the fire, the purity and dryness of the air which serves for the combustion, and the pressure under which the combustion takes place. And his second discovery is that the intensity of the heat depends on the proportion of combustible to incombustible matters in the fuel, on the effective quantity of heat produced, and on the pressure under which the products are formed. These views have been so long, and so generally entertained, that comment upon them is unnecessary.

The small extent to which pyrometers can be relied upon to indicate high temperatures is so well known that it is not surprising that Mr. Schinz should have determined to construct a special instrument of his own, but whether it is superior to those previously made has yet to be determined. He admits that there is justification for the general opinion of metallurgists that the higher the temperature of the hearth of a blast-furnace the more advantageous are the results obtained, for it is true, he says, that a greater quantity of carbon would more accurately reduce the ores. He continues that it may further be stated in favour of this opinion of metallurgists that Ebelmen's analyses of the gases of blast-furnaces show everywhere an excess of carbon, which could not have been produced by the combustion of gases with the blast; the circumstance that this excess of carbon is accompanied by a corresponding excess of oxygen, which cannot originate from the blast, would not be against this opinion, for this excess of oxygen comes from the reduction of the oxide of iron in the ore, and it must, therefore, be transformed into gas as soon as the carbon vapour comes in contact with the oxide of iron. The wonderful and until now unexplained effect of the hot-blast could, he thinks, also be explained in this manner, as the temperature being increased by the hot-blast must evidently favour the vaporisation of the carbon.

Taking Mr. Schinz's book as a whole, it contains a vast collection of facts, as stated by the best authorities connected with the several branches of the subject, and although many of the ideas entertained by him are not in strict accordance with the orthodox views, and some are altogether novel—such, for example, as the notion that the use of limestone is to regulate the temperature in the furnace, and give the zone of reduction the necessary volume, rather than to facilitate the separation of the impurities by altering the character of the slags—the volume is well worthy of the careful consideration of those interested.

* "Researches on the Action of the Blast-Furnace." By CHARLES SCHINZ. Translated, with permission, by W. H. Maw and Moritz Müller. With Appendix written by the author expressly for the English edition. London: E. and F. N. Spon, Charing-cross.

POST CARDS.—Pursuant to an Act passed in the last Session of Parliament (33 and 34 Vic., cap. 79), POST CARDS have been prepared for correspondence by post in the United Kingdom after the 30th of the present month, stamped with the postage duty of one halfpenny.

These cards will be sold without any charge beyond the duty. A single card, or any number of cards, may be purchased, but they will be sent out from this office in packets, containing 24 cards, price 1*s.* and in packets of 20 packets, price 2*s.* They may be obtained at all post-offices and from licensed vendors of stamps.

The cards will also be supplied, when required, in sheets, containing 48 cards, and measuring about 2½ by 2½. Although the cards may thus be obtained in sheets, for the purpose of affording facility for printing upon them, each card must afterwards be separated from the sheet, as no combination of cards can pass through the post-office.

Such sheets will be issued only in half-reams, containing 240 sheets (120 cards), duty 2*s.* and will be supplied to the public at the Inland Revenue Office at London, Edinburgh, and Dublin, and at the offices of the distributors and sub-distributors of stamps in the country. A discount of 4*s.* per half-ream will be allowed to purchasers.

When a supply of cards, in sheets, is required, elsewhere than in London, Edinburgh, or Dublin, application, in writing, must be made to the Warehouse-keeper at this office; or at the Inland Revenue Office, in Edinburgh or Dublin, as the case may be. Such application must specify the quantity required, and the town or place having a stamp-office, to which it is desired that the consignment should be made.

The applicants will have notice when they are to call at the stamp-office and pay the duty.

Post cards cannot be used before the 1st October. Those made up in packets will not be sold before that date, but cards in sheets will be supplied by this office on and after 26th instant, to enable the public to print on them preparatory to their use next month.

It is desirable that persons requiring cards in sheets should make early application for them.

By order of the Board, T. SARGENT, Secretary.

Inland Revenue, Somerset House, 9th September, 1870.

WRAPPERS FOR NEWSPAPERS and other PRINTED MATTER.—THE BOARD OF INLAND REVENUE desire to GIVE NOTICE that SHEETS of PAPER for Wrappers for Newspapers, Book Packets, and Pattern or Sample Packets, can be IMPRESSED with the HALFPENNY POSTAGE STAMP, under the following regulations:—

1st.—The paper must be white, and must neither be folded nor creased.

2nd.—The size of the sheets must be double crown, double demy, or double royal.

3rd.—Each sheet must be prepared to receive eight, twelve, or sixteen stamps; no other numbers can be impressed, and the stamps can be impressed only in the positions and at the distances apart indicated upon pattern sheets, which may be seen at the Head Offices at London, Edinburgh, and Dublin.

4th.—The stamp will be impressed immediately above the place for the address, and near the right-hand edge of the wrapper. To give space for the stamp, any printing upon the sheets should be kept 1½ inch clear of what is to be the right-hand edge of the wrapper.

5th.—Each lot sent in must be accompanied by a sheet marked, to show in accordance with which of the patterns it is desired that the stamps should be placed.

6th.—The paper must be delivered at the offices above mentioned, in reams of 480 sheets.

7th.—Not less than two reams for one description of wrapper can be received for stamping.

8th.—Any sheets found to have been injured in the process of stamping may be returned to this office, with an equal number of fresh sheets, on the next occasion of similar sheets being sent in, when the stamps will be transferred.

9th.—When the paper is brought for stamping, a person must attend at the Department of the Receiver-General, to fill up the necessary warrant, and to pay the amount of the stamps required. No discount is allowed.

10th.—Persons in the country must not send to the offices through the post or by carriers, but must send through an agent.

By order of the Board, T. SARGENT, Secretary.

Inland Revenue, Somerset House, London, 9th September, 1870.

SEPT. 24, 1870.]

TECHNICAL EDUCATION. SCIENCE AND ART DEPARTMENT. ROYAL COLLEGE OF SCIENCE FOR IRELAND, STEPHEN'S GREEN, DUBLIN.

SESSION 1870-71.

The College supplies, as far as practicable, a complete Course of Instruction in Science applicable to the Industrial Arts, especially those which may be applied broadly under the heads of CHEMICAL MANUFACTURES, MINING, MECHANICAL, and AGRICULTURE.

Diploma of Associate of the College is granted at the end of the three years' course of instruction.

The Course of Instruction is recognised by the Secretary of State for India as qualifying for appointments in the Engineering Department.

There are Four Royal Scholarships, of the value of £50 each yearly, with free board, including Laboratory Instruction, tenable for two years. Two bachelorships each year. They are given to Students who have been a year in the College. There are also Nine Exhibitions attached to the College, of the value of £50 each, with Free Education and Laboratory Instruction, for three years. Three become vacant each year. These are awarded by the Annual May Examination of the Science and Art Department.

The fees are £2 for each Course, or £10 for all the Courses of each year, with the exception of Laboratory, the fee for which is £12 for the full Course of nine months, or £2 per month.

SUBJECTS OF INSTRUCTION.

Applied Mathematics, Mechanism, and Machinery, Descriptive Geometry, Mechanical, Mechanical, and Engineering Drawing, Experimental Physics, Chemistry (Theoretical and Practical), Botany, Zoology, Geology and Palaeontology, Mining, Surveying, Agriculture.

The Laboratory is open for Instruction in Practical Chemistry, Metallurgy, and Mining, from Ten to Four o'clock every week day during the Session, except Saturdays and holidays.

The Session commences on MONDAY, October 3.

Programmes may be obtained on application to the Secretary, Royal College of Science, Stephen's-green, Dublin.

FREDERICK J. SIDNEY, LL.D., Secretary.

Royal School of Mines.

NOTICE.—ROYAL SCHOOL OF MINES,
JERMYN STREET, LONDON.

The Session will BEGIN on MONDAY, the 10th of October.
The Laboratories will re-open on October 3.

TRENHAM REEKS, Registrar.

LECTURES ON MINERALOGY APPLIED TO GEOLOGY AND
THE ARTS are given by Prof. TENNANT, F.R.S., at KING'S COLLEGE,
LONDON, on WEDNESDAY and FRIDAY mornings, from 9 to 10 o'clock, and
on THURSDAY evenings from 8 to 9, from October 5th, to Christmas, to which
public are admitted on paying the College Fees—namely, Two Guineas to
the morning course, and One Guinea to the evening.

The students are accompanied by the Professor to the Museum of Practical
Geology, the British Museum, and other public institutions, and also on excursions
into the country.

Prof. TENNANT also gives private instruction in Mineralogy and Geology at
his residence, 149 Strand, London, W.C.

CANNOCK CHASE COAL BY CANAL AND RAILWAY.
THE COMPANY SEND COAL BY RAILWAY, in trucks, TO
ALL STATIONS, and LOAD CANAL BOATS at their extensive wharves
on the Halesford branch of the Birmingham Canal, adjoining the colliery; and
also at Halesford Basin, Cannock.

Also SUPPLY best LAYCOCK'S GARESFIELD FOUNDRY COKE, FIRE
BRICKS, and CLAY RETORTS, free on board ship, Tyne Dock, Newcastle-on-Tyne.

Canal gas coal, 15,000 feet of gas per ton. Illuminating power of gas in
standard candles, 22½ candles.

For prices, apply to—JOHN N. BROWN,
ANGLESEY CHAMBERS, NEW STREET, BIRMINGHAM.
LONDON OFFICE, 455, NEW OXFORD STREET.

TO ENGINEERS, &c.

NEW MOTIVE POWER,
COMBINED AIR AND STEAM,
SAVING ABOVE FIFTY PER CENT. FUEL.

GALLOWAY AND COMPANY WILL GRANT LICENCES
TO ENGINEERS TO APPLY MR. G. BELL GALLOWAY'S INVENTION
TO ALL DESCRIPTIONS OF ENGINES, as contained in his Patent dated
January 7th, 1865.

For terms of Licence, address B. FOTHERGILL, Esq., C.E., 15, George-street,
London House, London.

RAILWAY CARRIAGE COMPANY (LIMITED).
ESTABLISHED 1847.
OLD BURY WORKS, NEAR BIRMINGHAM.

MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, and EVERY
DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment,
over a period of years.

RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES.—OLD BURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES.—7, GREAT WINCHESTER STREET BUILDINGS.

STAFFORDSHIRE WHEEL AND AXLE COMPANY
(LIMITED).
MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRA-
CTOR'S WHEELS and AXLES, and other IRONWORK used in the CON-
STRUCTION OF RAILWAY ROLLING STOCK.

OFFICES AND WORKS,
HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.
LONDON OFFICE.—118, CANNON STREET, E.C.

THE BIRMINGHAM WAGON COMPANY (LIMITED).
MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for
HIRE and SALE, by immediate or deferred payments. They have also wagons
of hire of carrying 6, 8, and 10 tons, part of which are constructed
specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.

WAGON WORKS.—SMETHWICK, BIRMINGHAM.
*Loans received on Debenture; particulars on application.

WILLIAMS'S PERRAN FOUNDRY COMPANY,
CORNWALL.
MANUFACTURERS OF PUMPING AND OTHER ENGINES and GENERAL
MACHINERY, for SALE:—

ONE 36 in. PUMPING ENGINE, secondhand.
ONE 30 in. PUMPING ENGINE, secondhand.
ONE 8 in. HORIZONTAL HIGH-PRESSURE ENGINE, new.

Several Cornish BOILERS.
Also a large assortment of NEW and SECONDHAND PITWORK, at moderate
prices.

LONDON OFFICES.—1 and 2, GREAT WINCHESTER STREET
BUILDINGS, E.C.

WIRE TRAMWAY, BRIGHTON.

NOTICE IS HEREBY GIVEN, that the EXHIBITION LINE
of HODGSON'S WIRE ROPE TRANSPORT, on the Brighton Downs,
will be WORKED for the LAST TIMES from One till Four o'clock on Friday,
September, and Saturday, 1st October next.

Lines constructed from £300 per mile, including rolling stock and steam
power.
For information, and cards to view, apply to—
M. BEALE, Agent, 21, Gresham-street, Old Jewry, E.C.

PIT BAROMETERS—MINING INSTRUMENTS.

JOHN DAVIS,
MANUFACTURER OF MINING AND SURVEYING INSTRUMENTS,
DERBY.

MAKER (by appointment) of HEDLEY'S DIALS.
Price List on application.

STERNE'S PATENT PNEUMATIC SPRINGS FOR COAL CAGES.
Price £8 10s. per set of four.

LABORATORY OF ANALYTICAL CHEMISTRY.—
4, THE CEDARS, PUTNEY, LONDON, S.W.

ESTABLISHED 1859.
ANALYSES and REPORTS on METALLIC ORES, METALS, &c., daily at-
tended to by Dr. T. L. PHIPSON, F.R.S., Member of the Chemical Society of
Paris, &c.

MR. W. WHITE (formerly Professor of Chemistry to the
Collegiate School, York, and Branham College),
ASSAY OFFICE and CHEMICAL LABORATORY,
No. 2, CROWN CHAMBERS,
CROWN COURT, THREADNEEDLE STREET, E.C.

Analyses of every description of Minerals, and Analyses accurately conducted.
Lectures on Assaying and Chemical Science.
Mining Property inspected and Reported upon.

Communications upon subject-matter of Chemical Patents, Manures, and sus-
cepted Advertisements and Impurities of Articles of Food and Commerce.
Author of "Chemistry for Students," "Hints from a Chemist," "Chemistry
Vegetation," "England's True Wealth, or Focal Matters in their Relation
to Agriculture," "The Graphite Fields of Tigonderoga," "Mineral Resources
of Newfoundland," &c., &c., Oct. 7, 1869.

UNRESERVED SALE.

THE GREAT MOELWYN SLATE QUARRY, NORTH WALES,
In the parishes of Festiniog and Llanfryn.

MESSRS. CLEAR and CHEFFINS are instructed by the
proprietor to SELL, BY AUCTION, on Tuesday, September 27, 1870, at
the Auction Mart, Tottenham-yard, London, E.C., at One o'clock precisely, in
One Lot, the unexpired term of the LEASE of the

GREAT MOELWYN SLATE QUARRY.

Which embraces an area of about THREE THOUSAND ACRES, together with
all the valuable PLANT, MACHINERY, and IMPLEMENTS, which include a
powerful TURBINE (with ample water supply), and every requisite for slate
making on a large scale; engine-house, workshops, barracks, and outbuildings,
all of which are in good repair.

The quarry communicates with the Festiniog Railway by means of an incline.
The drums, ropes, wagons, and plant, for the necessary working of which, are
included in this purchase.

Particulars and conditions of sale may be obtained of Messrs. CLEAR and
CHEFFINS, Ethelburga House, 70 and 71, Bishopsgate-street within, London,
E.C.; and JAMES WRIGHT, C.E., 12, Copthall-court, London, E.C.

MINE, FISHERY, AND OTHER SHARES FOR SALE.

MR. W. HOSKEN RICHARDS begs to announce that he has
received instructions to OFFER FOR SALE, BY AUCTION, at his Sale
Rooms, 54 and 55, Causeway-head, Penzance, on Thursday, the 29th September,
1870, at Three o'clock in the afternoon, the following MINE SHARES, viz.:—

- 5 (54th) TRELYON CONSOLS;
- 1 (54th) BOSCAN;
- 40 (117th) BALLESWIDEN;
- 20 (238th) SPEAR CONSOLS;
- 1 (450th) TRESAVEAN and TRETHARRUP;
- 80 (2640th) EAST PROVIDENCE;
- 20 (5890th) ROSEWALL HILL;
- 20 (5900th) SOUTH CARN BREA.

Also, the following FISHERY SHARES, viz.:—
9 (48th) "FRIENDS AND DELIGHT" SEAN;
1 (30th) "WESTERN FISHING CO.," at Gurnard's Head;
1 (16th) "INDUSTRY" SEAN.

Also, FIVE SHARES in the PENZANCE PUBLIC BUILDINGS COMPANY.
Further particulars may be obtained of the Auctioneer; or of Mr. TRYTHALL,
Solicitor, Penzance.

Dated September 14th, 1870.

GLAMORGANSHIRE, SOUTH WALES.

VALUABLE TIN-PLATE AND IRON WORKS,

Situate about three miles from the Port of Swansea.

MR. JOHN M. LEEDER WILL SELL, BY PUBLIC
AUCTION, at the Mackworth Arms Hotel, Wind-street, Swansea, on
Tuesday, the 4th day of October, 1870, at Three o'clock in the afternoon, all
those valuable and long-established TIN-PLATE and IRON WORKS, known as

THE UPPER FOREST WORKS,

With an excellent RESIDENCE for a proprietor.
The works consist of Forge, with powerful Machinery. Six Rolling Mills, and
Tin-plate Houses, equal to the production of upwards of 2000 boxes of Tin-plates
per week. The whole is worked by one powerful high-pressure condensing, and
two high-pressure non-condensing Engines, and a Water-wheel, with an un-
failing supply of water. There is a good road and canal communication direct
to the above-named port, and a railway is in course of construction. The works
are held under long leases, at a yearly rental of £335.

Plan of the works and conditions of sale, with cards to view, may be had on
application to the Auctioneer, at his offices, Oxford-chambers, Oxford-street,
Swansea.

CLEARANCE SALE.

TO COLLIERY PROPRIETORS, MINE OWNERS, ENGINEERS, IRON
FOUNDERS, AND OTHERS.

SALE of very valuable STEAM ENGINE, BOILERS, PUMPS, CAPSTAN,
HEAD GEAR, PIPES, and other COLLIERY PLANT at
THE NEW HOUSE COLLIERY,

IPSTONES, Near CHEADLE, and within a short distance from the Froghall
Station, on the railway from Leek to Alton and Uttoxeter, in the
County of Stafford.

MESSRS. CHURTON and ELPHICK respectfully announce
that they have received instructions to prepare for an absolute SALE
BY AUCTION, on Thursday, 6th October, 1870, commencing punctually at
1.30 P.M., the very valuable and extensive

MACHINERY AND PLANT.

Now in and upon the above-mentioned works, all of which are of the most
modern construction, by eminent makers, and comprehend—

A 22 in. horizontal high-pressure STEAM ENGINE working 5 ft. stroke; a
cylindrical BOILER, 26 ft. long, and about 6 ft. diameter; a Cornish BOILER,
20 ft. long, by about 8 ft. diameter; 47 yards of 12 in. PUMPS; 43 yards of 10 in.
ditto; pit head, gear, and pulleys; powerful double purchase capstan; cast
metal cylinders; various feed and steam pipes, valves, &c.; 4 in. force pump;
pumping gear; T bobs; pedestals, carriages, pit cages, and other miscellaneous
effects.

N.B.—The above will be offered first in One Lot; if not so sold, then in the
lots described in the catalogue of sale, or in such other and in such order as
the Auctioneers may decide upon at the time of sale.

Cash payment will be required for each lot, and the whole must be removed
within one week after the sale.

Descriptive catalogues may be had upon application to Messrs. CHURTON and
ELPHICK, the Auctioneers, at their offices, Whitechurch (Salop) and Chester.

CARMARTHENSHIRE.

TIN-PLATE WORKS, with DESIRABLE RESIDENCE, AND
WORKMEN'S HOUSES.

TO BE SOLD, BY PRIVATE CONTRACT, all those TIN-PLATE
WORKS, known by the name of

THE LLANGENNECH TIN-PLATE WORKS,

Situate at LLANGENNECH, in the county of CARMARTHEN; together with
BLACK PLATE MILLS, worked by two powerful engines and machinery; an
annealing house, with all useful appliances; tin house, pickling house, assorting
room, ample warehouse and storage room, offices, stabling, and other ne-
cessary conveniences complete, as the same were lately carried on by Mr.
Thomas Harris.

The Works are nearly new, in perfect repair, full working order, and capable
of manufacturing 1300 boxes of tin-plates weekly.

The brands are well known in the market, and command full prices.
In addition to the foregoing, there is now in course of erection a spacious
forge, on which a large sum of money has been expended, and on its comple-
tion, which can be accomplished in a short time, and at a comparatively small
outlay, will be capable of turning out about 100 tons of manufactured iron
weekly.

The above premises are held under a lease for a term of 99 years from the 29th
of September, 1865, at the low ground rent of £100 per annum.

The works are most eligible situated, within three miles of the port of Llanelly
and fourteen of Swansea; the Llanelly Railway, with which a junction can
easily be effected, and was about to be made, runs close to the property, and
affords an easy transit by the narrow gauge system to the North, and all parts
of the kingdom.

With the works will also be sold all that most desirable RESIDENCE, called
PLAS ISSA, comprising 59A, 2B, 2P, of arable, meadow, and pasture LAND,
including about 17A of park-like land adjoining the house, the whole
being a desirable appendage to the works, and affording a capital residence for
a managing partner. It is held under a lease, dated 30th July, 1853, for the
term of 30 years from the 25th day of March preceding, at the annual rent of
£111 10s.

There are also several newly-erected workmen's houses, and others now in
course of erection, held for long terms of years, at low ground rents—the whole
forming a very favourable opportunity to any persons desirous of establishing
themselves in business under most advantageous circumstances.

The Mines and Minerals under the property, with the usual powers of work-
ing the same, on payment of damage done to the surface, are reserved.
For particulars, apply to—
Messrs. STRICK and BELLINGHAM, Solicitors, Swansea.

ABERDARE STEAM COAL DISTRICT.

TO BE DISPOSED OF, BY PUBLIC AUCTION, about the
end of September next, unless previously sold by private treaty, a
FIRST-CLASS STEAM COAL PROPERTY, in full working order, equal to a
vend of 300 tons per day, and capable of being increased in a reasonable time
to 600 or 800 tons per day.

The colliery is conveniently situated as regards railway communication,
having access to Swansea, Cardiff, and Newport, as well as Liverpool and Lon-
don, and all the railways in the kingdom.

Further information may be obtained on application to Mr. RANDALL, Soli-
citor, Neath; or Mr. W. ROBINSON SMITH, Solicitor, Swansea.

TO BE LET, ON LEASE, for a term of years, SEVERAL
ACRES of LAND, suitable for MANUFACTURING PURPOSES, advan-
tageously situated on the south bank of the River Tyne, about two miles below
Newcastle-on-Tyne, and within a quarter of a mile from the North-Eastern
Railway. There is a good quay frontage, with deep water.

Apply to Mr. T. S. BRAMWELL, King-street, Quay side, Newcastle-on-Tyne.

ON SALE, SECONDHAND ENGINEERS' MACHINISTS',
COLLIERY, and CONTRACTORS' PLANT; TOOLS and MACHINERY;
STEAM ENGINES, BOILERS, &c.

Particulars in "Monthly Register," post free on application.
FREDERICK MIRLS,
CONSULTING ENGINEER and MACHINERY AGENT,
ST. ANN'S SQUARE, MANCHESTER.

TWO STEAM BOILERS, each 30 ft. by 7 ft. two flues, and one
back chamber, with 14 Galloway tubes. Now working at 60 lbs. pressure
under Boiler Explosion Association. WILL BE SOLD CHEAP.

FREDERICK MIRLS, CONSULTING ENGINEER,
29, MANSFIELD CHAMBERS, ST. ANN'S SQUARE, MANCHESTER.

PRELIMINARY ADVERTISEMENT.

SALE OF CHILIAN COPPER MINES, AND MINING PROPERTY.

TO BE SOLD, pursuant to an Order of the High Court of
Chancery, about to be made in a Cause of Waters v. Waters, with the ap-
probation of the Master of the Rolls, in the City of London, in or about the
month of June, 1871, the whole of the extensive and rich COPPER MINES,
PARTS OF MINES, MINING PROPERTY, and MATERIALS, and FREE-
HOLD PROPERTIES in CHILI, with the STORES and BUSINESSES carried
on in connection with the said MINES, forming part of the Chilian Estate of
Sampson Waters, late of Gyllyngdune, in the County of Cornwall, Esq., de-
ceased. The MINES consist of—

- 1.—THE ENTIRETY of the SAN PEDRO MINE.
- 2.—TWO-THIRDS of the celebrated DESCUBRIDORA MINE, with the ad-
joining sets of San Juan, Canchas, and San Francisco.
- 3.—THREE-FOURTH PARTS of the COLORADA (SILVER) MINE.
- 4.—NINE (48th) PARTS of the JUANA (SILVER) MINE.
- 5.—THE ENTIRETY of the SANTA ELENA (COPPER) MINE.
- 6.—THE ENTIRETY of the CUBA (COPPER) MINE.

The SAN PEDRO MINE is situated about 60 miles from the port of Cha-
narral. It produces ores of the richest quality. This mine may now be effec-
tually worked, a large shaft, with a double skip-road, having been recently sunk,
two new 4-horse whims erected, and the mine well and strongly timbered.

The DESCUBRIDORA MINE has been worked since 1859, since which date it
has yielded large profits, and is still doing so. The principal vein averages
30 to 80 ft. in width, and a large quantity of ore has been discovered.

The adjoining sets have been worked since 1865; they are on the same lodes
as the Descubridora Mine, and one of them (the Canchas set) is yielding a
profit.

These mines are in thorough working order, and in a few weeks from this date
will be supplied at a heavy outlay with new steam-engines, which will largely
increase the future returns. Remunerative shops and stores are attached to
the mines, and are carried on in conjunction with them.

The other property which will be OFFERED FOR SALE consists of the EN-
TIRETY of FREEHOLD DWELLING HOUSES, STORES, SHOPS, WATER-
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(including a large condensing apparatus), situated at Chanarral, Chanarito,
Copiapo, and Tres Puntas; the Quinchigul establishment, or watering place,
with the dwelling house, store, yard, carts, and mules; two-thirds of the Vega
establishment, with the yards, houses, shops, and stores; two-thirds of the
dwelling houses and yards, store rooms, ore floor, the mole, and premises in the
port of Pan-de-Azucar; seven-eighths of the watering place at Tres Puntas, and
one moiety of the watering place at Puntas Negras.

Full particulars of the property will be given in future advertisements.
Any information will be afforded by Mr. S. T. G. DOWNING, Solicitor, Red-
ruth, Cornwall; Messrs. PRICE, BOLTON, and FIDLER, Solicitors, 1, New-
square, Lincoln's-Inn, London; or Messrs. FRESHFIELDS, Solicitors, 5, Bank-
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VALUABLE CORNISH MINING MACHINERY.

MESSRS. J. C. LANYON and SON have FOR SALE a very
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- 80, 70, 60, 50, 40, and 24 inch PUMPING ENGINES;
- 24 inch ROTARY ENGINE, with CAPSTAN;
- 22 inch ditto, with CAPSTAN and CRUSHER;
- Several good BOILERS;
- A large assortment of PITWORK of all sizes; STRAPPING PLATES, rolled
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TO MINE PROPRIETORS, AGENTS, AND ENGINEERS.

MESSRS. J. C. LANYON and SON, of REDRUTH,
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SECONDHAND MINING MACHINERY FOR SALE,
IN FIRST-RATE CONDITION.

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50 in., 40 in., 30 in.

WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and
CRUSHERS of various sizes.
A NUMBER OF BOILERS.
PITWORK of all descriptions, and all kinds of MATERIALS required for
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TO BE SOLD, AT MODERATE PRICES.

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40 in. cylinder PUMPING ENGINE.
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60 fms. 11 and 12 in. PUMPS in shaft.
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Timber, and various useful mining materials.
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ONE 80, and ONE 73 in. cylinder PUMPING ENGINE, and BOILERS.
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 VERTICAL ENGINES, from 2 to 10-horse power,
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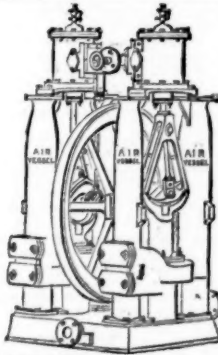
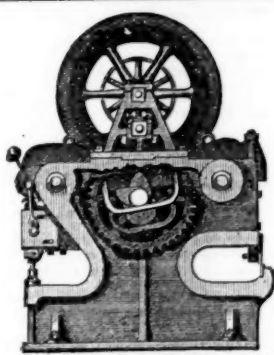
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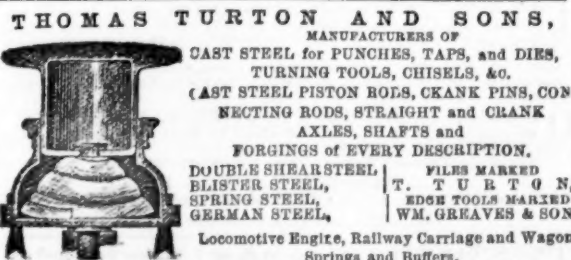
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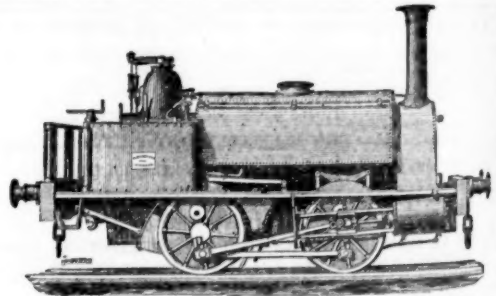


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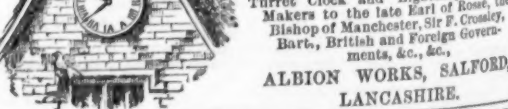
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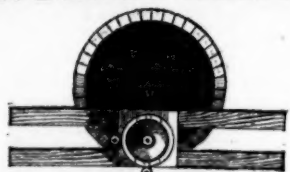
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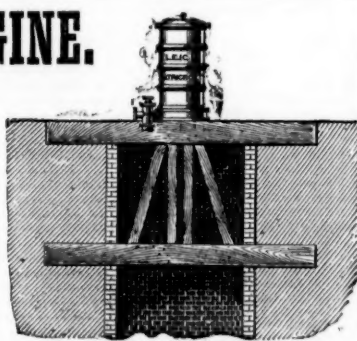
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PLAN VIEW, SHOWING THE ENGINE OVER THE COAL PIT.



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ALSO, EVERY DESCRIPTION OF

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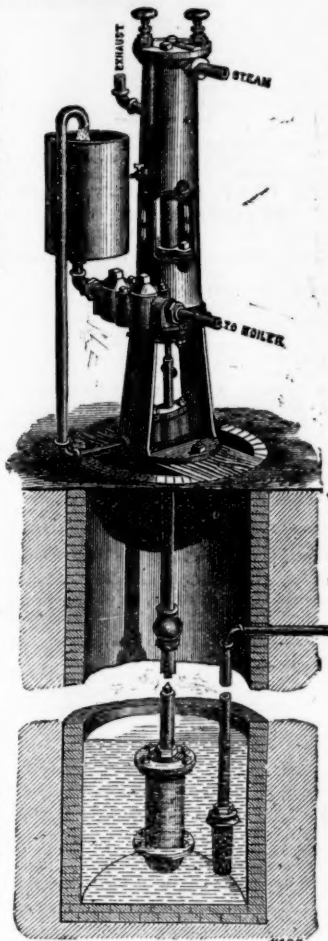
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Specially made for Coal Pits, to PREVENT ACCIDENTS from the EXPLOSION of FIRE-DAMP from BLASTING.

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Shares.	Company.	Paid.	Price.
21	John Abbot and Co. [L.]	75 0 0	10 s. dis.
50	Blakenavon Iron and Steel Co. [L.]	7 10 0	—
100	Bolekov, Vaughan, and Co. [L.]	30 0 0	34 35 pm.
100	Brown, John, and Co. [L.]	70 0 0	4 dis. pm.
100	Consett Iron Co. [L.]	7 10 0	4 5 pm.
100	Cammell and Co. [L.]	80 0 0	24 21 dis.
32	Elbow Vale Co. [L.]	27 10 0	8 1/2 dis.
20	General Mining Association [L.]	50 0 0	8 5
15	Hopkins, Gilkes, and Co. [L.]	10 0 0	3 1/2 dis.
10	Ironmasters' Company [L.]	10 0 0	3 1/2 dis.
10	Midland Iron Co. [L.]	5 0 0	12 20 pm.
2 1/2	Murray Steel and Iron Co. [L.]	11 10 0	8 1/2 dis.
4	Mwyndy Iron Ore Co. [L.]	3 10 0	2 1/2 dis.
1	Nerbudda Coal and Iron	0 6 6	par. 3 1/2 pm.
25	Palmer's Shipbuilding and Iron Co. [L.]	25 0 0	3 1/2 dis.
25	Ditto	25 0 0	3 1/2 dis.
150	Parkgate Iron Co. [L.]	65 0 0	8 1/2 dis.
20	Patent Shaft and Axletree Co. [L.]	10 0 0	4 1/2 pm.
20	Rhymney Iron Co. [L.]	50 0 0	10 17 dis.
15	Ditto	15 0 0	6 5 dis.
50	Ebbots Iron Co. [L.]	20 0 0	18 1/2 dis.
100	Fleethridge Iron and Coal Co. [L.]	25 0 0	34 35 pm.
100	Stavelay Iron and Coal Co.	60 0 0	34 35 pm.
100	Ditto	10 0 0	6 8 pm.
100	Thames Iron Company	100 0 0	—
7 1/2	Titanic Iron and Steel	5 0 0	—
100	Vanderwey Coal [L.]	6 0 0	per. 1 pm.
10	Van Iron Ore [L.]	10 0 0	21 23
150	Wigan Coal and Iron Co.	100 0 0	6 8 dis.
15	Ditto	75 0 0	6 8 dis.

THE MINING SHARE LIST

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per share.	Last paid.
1500	Alderley Edge, c. Cheshire*	10 0 0	—	—	10 6 8	0 5 0	Jan. 1869
6000	Boscawell, f. c. St. Just	1 0 0	—	—	2 0 0	0 2 0	Apr. 1870
2000	Botallack, f. c. St. Just	91 5 0	220	220 225	530 5 0	0 5 0	Aug. 1870
1500	Bronfeyd, f. Cardigan*	3 10 0	—	—	2 0 0	0 1 0	July 1870
5000	Brevel Consols, f. Cardigan*	4 0 0	—	—	0 2 0	0 2 0	May 1870
6400	Cashwell, f. Cumberland*	4 10 0	—	—	0 12 0	0 3 6	Sept. 1870
916	Cargill, f. Newlyn	15 5 7	—	—	16 15 0	0 10 0	Aug. 1869
1280	Chanticleer, f. Flint	0 7 8	—	—	0 10 0	0 6 0	Nov. 1868
2450	Cook's Kitchen, c. Illogan*	19 14 9	18	17 1/2 18 1/2	4 3 0	0 10 0	July 1870
867	Cwm Erfin, f. Cardiganshire*	7 10 0	—	—	32 3 0	0 5 0	July 1870
128	Cwmystwith, f. Cardiganshire*	60 0 0	—	—	387 10 0	0 2 0	July 1869
1280	Derwent Mines, f. Durham	800 0 0	—	—	177 0 0	0 2 10	July 1868
124	Devon Gl. Consols, c. Tavistock*	0 0 0	90	75 81	1145 0 0	4 0 0	May 1870
654	Ding Dong, f. Gwynedd	14 6 6	—	—	7 10 0	0 15 0	Aug. 1870
1432	Dolcoath, f. c. Camborne	32 4 6	130	125 30	245 2 6	0 0 0	Aug. 1868
12800	Drake Wall, f. Calstock*	2 10 0	1 1/2	1 1/2 1 1/2	1 3 3	0 1 0	July 1870
6144	East Caradon, c. St. Cleer*	2 14 6	4	4 4 1/2	14 11 6	0 2 0	July 1867
3000	East Darren, f. Cardiganshire	32 0 0	—	—	182 10 0	0 2 0	Feb. 1870
6400	East Pool, f. c. Pool, Illogan*	0 9 9	—	—	10 12 3	0 4 0	Sept. 1870
1906	East Pool, f. c. Pool, Illogan*	3 9 0	34	30 1/2 31 1/2	12 16 0	0 2 0	July 1870
2860	Foxdale, f. Isle of Man*	25 0 0	—	—	75 15 0	0 10 0	June 1870
3000	Frank Mills, f. Christow	3 18 6	—	—	4 8 0	0 2 6	Aug. 1870
15000	Gawton, c. Tavistock	3 10 6	—	—	1 3 0	0 3 0	Jan. 1868
3000	Great Laxey, f. Isle of Man*	4 0 0	19	17 18	15 1 0	0 8 0	Sept. 1869
3000	Great Northern Manganeses*	5 0 0	—	—	—	—	Feb. 1869
5908	Great Wheal Vor, f. c. Helston*	40 0 0	7	5 1/2 6	15 12 0	0 3 6	June 1870
10240	Gunnislake (Clitters), f. c. Helston*	4 19 0	—	—	0 10 0	0 1 0	July 1870
1024	Herodfoot, f. near Liskeard*	8 10 0	45	44 46	52 10 0	0 10 0	Feb. 1870
12000	Holmshush and Kelly Bray, c. Helston*	1 0 0	—	—	0 3 0	0 1 0	Nov. 1869
10000	Killarney, f. Tipperary	1 0 0	1	7 1/2	0 7 0	0 0 7	Mar. 1870
162	Levant, f. c. St. Just	10 8 1	—	—	1101 0 0	0 2 0	Aug. 1869
3000	Lisburne, f. Cardiganshire	18 15 0	—	—	629 0 0	0 2 0	Jan. 1870
3000	Maceys-Sale, f. Flint*	20 0 0	—	—	4 0 0	0 0 0	Oct. 1868
9000	Marke Valley, c. Cardigan	10 0 0	7	0 1/2 7 1/2	6 0 0	0 0 0	July 1870
1800	Minera Mining Co., f. Wrexham*	25 0 0	—	—	278 3 3	0 0 0	Aug. 1870
20000	Mining Co. of Ireland, f. c. Helston*	7 0 0	—	—	0 4 6 1/2	0 2 1	July 1870
6400	New Pembroke, f. c. Par Station	5 0 0	—	—	0 2 6 0	0 2 6	July 1870
2000	North Levant, f. c. St. Just	10 12 0	11 1/2	11 1/2 12	115 0 0	0 10 0	Aug. 1870
5610	North Wheal Crofty, c. Illogan*	3 11 3	2 1/2	1 1/2 2 1/2	0 2 6 0	0 2 6	June 1870
5000	Pendarves United	86 0 0	60	55 65	10 0 0	0 10 0	July 1870
5000	Penhalls, f. St. Agnes	3 0 0	—	—	1 1 6	0 4 0	July 1870
2000	Poldice, f. c. Gwynedd	50 0 0	—	—	486 10 0	0 7 0	July 1870
12800	Prince of Wales, c. Helston*	0 12 6	3 1/2	3 1/2 3 1/2	0 10 0	0 1 0	Nov. 1869
1120	Provident, f. c. Uny Lelant*	10 4 7	39	38 40	98 12 6	0 10 0	Aug. 1870
15000	Queen, f. c. Calstock*	0 10 0	—	—	0 10 0	0 1 0	Sept. 1870
5889	Rosewell Hill & Ransom, f. c. Helston*	4 0 0	1 1/2	1 1/2 1 1/2	0 11 6	0 1 6	June 1870
412	South Caradon, c. St. Cleer*	1 5 0	250	240 250	647 10 0	0 5 0	July 1870
6000	South Darren, f. Cardigan*	3 6 6	—	—	1 0 0	0 2 6	Nov. 1869
937	South Wh. Crofty, c. Illogan*	24 10 10	9 1/2	9 1/2 9 1/2	3 0 0	0 10 0	June 1870
243	St. Wh. Francis, c. Illogan*	18 15 9	20	27 30	7 1 6	0 9 0	Mar. 1868
2000	Tanquerist, f. c. Helston*	36 7 9	19	18 20	13 15 0	0 1 0	June 1870
940	St. Ives Consols, f. St. Ives*	10 15 0	—	—	0 10 0	0 10 0	May 1869
8771	St. Just Amalgamated, f. c. Helston*	3 10 0	—	—	0 2 6 0	0 2 6	Nov. 1869
408	Summer Hill, f. Mold	3 18 6	—	—	2 5 6	0 5 0	Feb. 1868
12000	Tankerville, f. Salop*	6 0 0	15	14 1/2 15 1/2	0 5 0	0 5 0	Aug. 1870
6000	Tincroft, f. c. Pool, Illogan*	9 0 0	39	35 36	25 18 6	0 10 0	Sept. 1870
2000	Trumpet Consols, f. Helston	11 10 0	23	22 24	11 12 0	0 15 0	Aug. 1870
12000	Van, f. Llanidloes*	4 5 0	65	57 1/2 62 1/2	2 15 0	0 15 0	Sept. 1870
3000	West Great Work, f. Brecon*	5 11 0	—	—	45 7 6	0 2 0	Aug. 1869
2582	Wheal Bannardine, f. Brecon*	106 15 0	29	27 30	4 10 0	0 10 0	Oct. 1868
400	W. Wheal Seton, c. Camborne*	10 0 0	125	120 125	663 0 0	0 3 0	Aug. 1870
512	Wheal Bassett, c. Illogan*	5 2 6	75	70 75	632 10 0	0 10 0	June 1868
512	Wheal Baset, f. c. Helston*	10 15 0	55	52 1/2 55	32 0 0	0 10 0	July 1870
4295	Wheal Killy, f. St. Agnes	5 4 6	6 1/2	6 1/2 7 1/2	5 6 0	0 7 0	Aug. 1870
1024	Wheal Killy, f. Uny Lelant*	3 10 6	12	10 12	12 12 6	0 10 0	July 1870
856	Wheal Margaret, f. Uny Lelant*	13 17 6	6	4	75 5 0	0 10 0	Aug. 1870
1000	Wheal Mary Ann, f. Menai*	8 0 0	9 1/2	8 1/2 9 1/2	7 7 6	0 10 0	Sept. 1870
1000	Wheal Mary Ann, f. Menai*	8 0 0	9 1/2	8 1/2 9 1/2	7 7 6	0 10 0	Sept. 1870
80	Wheal Mary Ann, f. Menai*	8 0 0	9 1/2	8 1/2 9 1/2	7 7 6	0 10 0	Sept. 1870
396	Wheal Seton, f. c. Camborne*	60 0 0	50	45 47 1/2	254 15 0	0 2 0	Feb. 1869
17000	Wicklow, f. c. Helston*	2 10 0	8 1/2	8	50 3 0	0 5 0	Sept. 1869

FOREIGN DIVIDEND MINES.

20000	Alamitos, f. Spain*	2 0 0	1 1/2	1 1/2	0 10 6	0 2 0	Mar. 1870
20000	Australian, c. South Australia*	7 7 6	—	—	0 1 6	0 0 6	Aug. 1868
15000	Cape Copper Mining*, f. Cape*	0 10 0	16	15 16	0 17 6	0 0 0	May 1870
30000	Central American Association*	0 10 0	—	—	0 6 0	0 1 0	July 1869
10000	Copiapu Mining Co., Chile*	16 10 0	3	2 3	0 4 0	0 4 0	Apr. 1869
76162	Don Pedro North del Rey, f. Chile*	0 14 0	3	3 3 1/2	2 3 9	0 4 0	Mar. 1870
70000	English and Australian, f. Chile*	2 10 0	—	—	—	0 0 0	Feb. 1869
25000	Fortuna, f. Spain*	2 0 0	2 1/2	2 1/2 2 1/2	2 0 10	0 3 0	Mar. 1870
10000	Gonnesa, f. Sardinia*	5 0 0	—	—	10 per cent.	—	Aug. 1868
65000	Kapunda Mining Co., Austrat*	1 0 0	—	—	0 10 0	0 6 0	Nov. 1868
18000	Llaneros, f. Spain*	3 0 0	4 1/2	3 1/2 4 1/2	12 8 4	0 5 0	Mar. 1870
50000	Panuelillo, c. Chile*	4 0 0	2 1/2	2 1/2 2 1/2	10 per cent.	—	Yearly
10000	Pontalut, f. Chile*	30 0 0	17	16 17	7 1 8	1 15 6	Nov. 1869
10000	Port Phillip, f. Chile*	1 0 0	—	—	1 6 0	0 1 6	Jan. 1870
120000	Scottish Australian Min. Co., f. Chile*	1 0 0	—	—	6 per cent.	—	Apr. 1870
11000	St. John del Rey, Brazil*	15 0 0	22	21 23	81 10 0	4 5 0	Dec. 1867
15000	Sweetland Creek, f. California*	4 0 0	2	2 1/2 3 1/2	0 4 0	0 4 0	June 1870
50000	Victoria (London) [25000 £1 pd., 25000 12s. 6d. pd.]	—	—	—	0 9 7	0 7 7	July 1868
40000	West Canada Mining Co.*	1 0 0	—	—	0 19 6	0 2 6	May 1868

NON-DIVIDEND FOREIGN MINES.							
Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.		
30000	Almaden and Tlirito Consolidated, s. Mexico*	1 0 0	—	1 1/2	—	—	Mar. 1870
2500	Anglo-Algerian, c. Algeria	5 0 0	—	—	—	—	Fully pd.
50000	Anglo-Argentine, g. s. Argentine Republic*	1 0 0	—	1	—	—	Fully pd.
20000	Anglo-Australian, g. Victoria*	11 0 0	—	—	—	—	Jan. 1870
100000	Anglo-Brazilian, g.†	1 7 6	—	—	—	—	Feb. 1869
12500	Anglo-Italian, g.†	1 0 0	—	—	—	—	Jan. 1869
10000	Australian United, g. Victoria*	210 0 0	1 1/2	1 1/2 1 1/2	—	—	Dec. 1869
50000	Braganza, g. Brazil*	0 12 6	—	—	—	—	Dec. 1869
50000	Capula, s. Mexico*	2 0 0	1 1/2	1 1/2	—	—	Jan. 1869
30000	Chontales, g. s. Nicaragua*	5 0 0	—	1 1/2	—	—	Mar. 1868
100000	Culaba, g. Minas Geraes, Brazil	0 10 0	—	—	—	—	June 1870
2000	Eberhardt and Aurora, s. Nevada*	10 0 0	13 1/2	—	—	—	Fully pd.
100000	Eclipse, g. California*	0 15 0	—	—	—	—	Fully pd.
18000	El Chino Silver Mining and Reduction Company, f. Western Australia	2 0 0	—	—	—	—	Fully pd.
50000	Fortuna Copper, f. Cape*	6 0 0	—	—	—	—	Fully pd.
50000	Frontino and Bolivia, g. New Granada*	1 18 0	—	3/4 3/4 3/4	—	—	Nov. 1869
150000	General Brazilian, g.†	0 16 0	—	3/4 3/4 3/4	—	—	Sept. 1870
25000	Guerrero, g. Mexico (total cap.=50,000 shares of £1).	0 10 0	—	—	—	—	Aug. 1869
100000	Imperial Ottoman, s. f. Turkey*	1 0 0	—	—	—	—	Fully pd.
50000	Javali, f. Nicaragua	2 0 0	—	—	—	—	Jan. 1869
7927	Lusitana (Portugal)†	5 0 0	—	3/4 3/4 3/4	—	—	Dec. 1869
51000	New Quebrada, c. Venezuela*	5 0 0	—	—	—	—	Fully pd.
10000	New Rosario, c. Mexico*	1 0 0	—	—	—	—	Fully pd.
15000	Pacific, g. s. Nevada and California* (and reduced)	7 0 0	—	2 1/2 2 1/2 2 1/2	—	—	Fully pd.
80000	Pestarena United, g. Italy*	5 0 0	—	—	—	—	Fully pd.
50000	Rosa Grande, g. Brazil†	0 15 0	—	3/4 3/4 3/4	—	—	Sept. 1870
50000	Sao Vicente, Brazil†	0 6 0	—	—	—	—	Oct. 1868
112250	Sierra Batten, g. California*	2 0 0	—	—	—	—	Fully pd.
3000	St. Josephberg, c. f. Rhemish Prussia*	10 0 0	—	—	—	—	Fully pd.
100000	Taquril, g. Brazil*	0 13 0	—	1 1/2 1 1/2 2	—	—	Fully pd.
10000	Union Pacific, c. California*	2 0 0	—	—	—	—	Fully pd.
42174	United Mexican, s. Mexico†	28 5 2	—	3 2 3	—	—	May 1868
30000	Val Antiquora, g. Italy*	1 12 6	—	—	—	—	Dec. 1869
6000	Val Sassam, s. c. f. Italy*	8 0 0	—	—	—	—	Aug. 1868
80000	Worthing, c. South Australia*	1 0 0	—	—	—	—	Fully pd.
75000	Yorke Peninsula, c. South Australia	1 0 0	—	—	—	—	Fully pd.
45000	Yudanamatana, c. South Australia*	3 0 0	—	1 1/2	—	—	Fully pd.